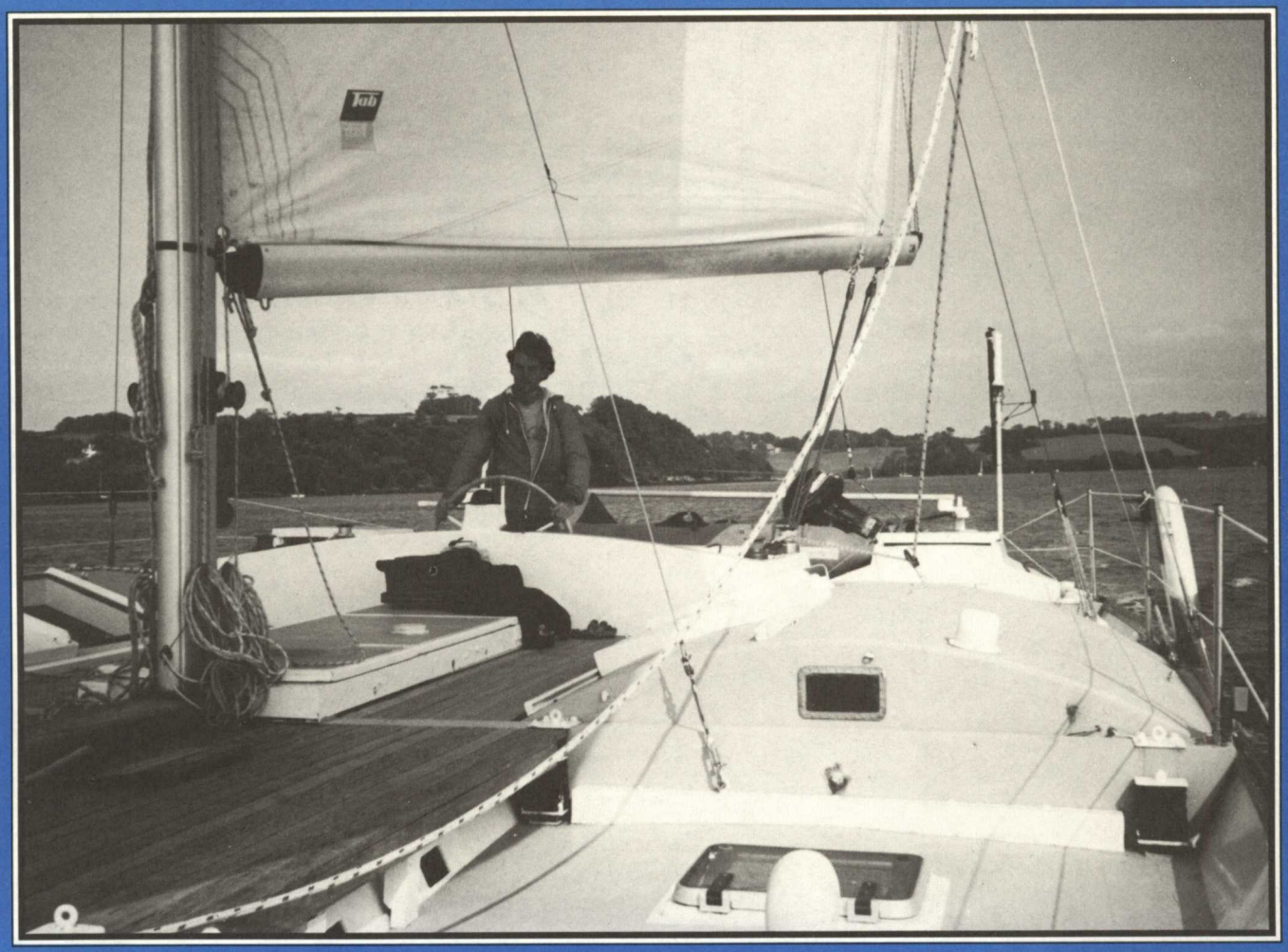
The Sea People



- Pahi 63 single handed
- Austrian Summer Meet
- News from around the World
- Tane modifications
- + much more!

No 25 *December 1994*

The Sea People

Magazine of The Polynesian Catamaran Association

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Cover photograph

ORO "Mannini Pahi"

with Kevin ('94 refitter) helming off Falmouth UK. Photo by Tim Deacon, also '94 refitter.

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Jims Column

The message has come through by sent messenger and fax from the editor that I must write for this issue a 'Jim's column'. On deck Hanneke and Shige (our Japanese Wharram Builder) are making a very fancy selfsteering gear out of bits of spare wood that all Wharrams have in abundance. If it works, then sometime in December we shall sail - hands off the helm -across the Atlantic to the Caribbean. And if Ruth, now back in England, gets a clear message from Tahiti instead of an unclear telephone call, we sail on through the Panama Canal into the pacific, arriving in Tahiti in March/ April to join a group of replica Polynesian Double canoes, gathering there from all over the pacific Polynesian world for a Double Canoe revival. Some dream. However, with the SPIRIT OF GAIA it is feasible.

During July/August of this year, we sailed from Portimao on the Algarve Coast to Madeira, visiting every island of this island group: Porto Santo, Funchal Madeira, Islas Desertas, Islas Savagem. Then on to the Canary Islands, where during August, we sailed to every one of the seven islands.

From Portugal to Madeira we carried a Portuguese Research group called GEO (Gruppo de Estudos Oceanic), with an interest in early navigation, underwater photography and Dolphins.

During August, we carried a Canary Island Ecological group, at times 14 strong, called El Guincho (which means Sea Eagle) on a conscious awareness arousal of the increasing pollution, chiefly by tourist development, of the sealife of the Canary Islands.

The Portuguese group was comprised of sailors. Two of the crew owned Wharram cats. The Canary Island group was composed of land people and therein lay the difficulties. Difficulties that Wharram boat owners who wish to charter or take expeditions to interesting places should be aware off.

The first difficulty arose out of me taking weather conditions on trust. I assumed that El Guincho knew the Canary Islands weather pattern. Never assume other peoples knowledge - check! Because during the months of July and August the Northerly trade winds can blow Force 5 or 6 steady, day after day. If you look up the Pilot Book you will find a warning of wind acceleration zones between the islands, particularly between the Canary Islands, where, because of the mountains, the wind forces increase as much as three forces, i.e. from Force 5 or 6 (17 to 27 knots) to Force 7 to 8 and occasionally Force 9. So, my friends, you sail out of the lee of an island at say force 3. nice, pleasant sailing in a smoothish sea and within half an hour you are fighting a Force 7 to 9 with big Ocean seas.

Our El Guincho group had organised demonstrations, press and TV conferences on all the islands weeks in advance, precise times and time of arrival! Apart from one man, no one could sail (nor speak English either). So I had the problem of giving a crash course in sailing in a foreign language in mountainous seas, winds blowing Force 7 to 9. Even worse, some thought they were 'experts' or gentlemen, and as such did not have to work the boat. I remembered Sir Francis Drake hanging some of his gentlemen in the Magellan Strait to encourage others to pull ropes, and regretted I could not do likewise.

The disaster situation was averted by the quality of this Polynesian proportion designed boat. During August, 1 lived in my own private world as the GAIA, overloaded by two tons, progressively attacked bigger and stronger seas without problem, ending (with the 14 El Guincho crew back to their normal shore life) at the beginning of September with GAIA sailing 60 miles 50 to 55 degrees off the wind from Tenerife to Gran Canaria against a steady Force 8, registering 34 to 38 knots on the instruments, with occasional squalls of Force 9 (41 to 45 knots). She rose to the seas like a great living sea creature, slicing through the wave crests at 7 to 10 knots. With this inspiring experience I happily look forward to sailing to Tahiti.

Now the lesson, friends, I hope I have learned and conveyed, is: never trust other people. You are the skipper, check always personally weather conditions and harbour situations, upwind downwind, shelter etc. Also check very carefully any contracts you may sign. Never let it suggest or imply that you the Skipper do not have at all times full control of the boat! Well, enough said, back to building a self steering system, so with a short handed crew, we can loaf across the oceans to Tahiti.

Enough to make you blush...

Steve Goodman

Ed. Steve is JWD agent in Australia and is building a Pahi 42.

There's nothing worse! There it sits, your pride and joy. The hull that has taken up many spare time and weekend hours, and has just had its second coat of epoxy over the outside. You bring your best friend in to see the progress and she says, "It looks great - but what are all those little holes in the epoxy?" I have been using various brands of epoxy on different boats for 11 years now, and distributing BOTE COTE epoxy for eight years. Our epoxy customers have straddled all climatic conditions from Tasmania to the depths of Arnhem Land, and Cooma to Cairns. During this time I've seen Murphy's Law work full time, with anything that could go wrong doing so for one builder or another, invariably, no matter what brand name epoxy people decide to use, the cause of problems has not been poor product quality. Failure by builders to follow the manufacturer's directions has ultimately been the problem. This applies particularly in coating applications, where the quality of the finish is often important. Epoxy is pretty foolproof stuff if you do follow directions. Mix it properly and apply it in the right conditions, and it goes on well and dries superbly. But if you don't.... I had a frantic call from a retailer one Saturday afternoon saying he thought he had a bad batch of epoxy. A customer had bought some stock, and coated his project. Here it was 48 hours later and still not dry. Could I help? The first thing I did was contact the customer, and check out how he was using the epoxy. Everything seemed OK - good temperature, proper application and so on. Then I asked how he had measured the resin and hardener. 'Measured?" he asked. "Why do I need to measure? I just whacked in the right amount of resin and topped it up with hardener. " We had found the problem! Unfortunately, epoxy doesn't work this way. More hardener DOES NOT give a faster cure. In fact, it may stop the mix from curing at all, or leave a sticky mess all over your job. This happens because the resin molecules bond to the hardener molecules in a particular ratio. So in a 2:1 mix every hardener molecule needs to bond with two resin molecules. If you put in extra hardener, all you have is lots of excess hardener floating around with no resin molecules to satisfy its lust for bonding. Result - a yucky mess, not hardened epoxy! If you mix correctly, the epoxy will cure and give you a good result - but there are still a few pitfalls to pass in the coating stage. Assuming you've taken the care to ensure your work area is clean and relatively dust free, rollers can be the first cause of problems. Some types -of foam rollers can break down, leaving small clumps of foam on your work. This usually happens after they have been in use for a while, or your epoxy mix starts to thicken. If your mix is thickening, throw it out and start with a new batch. If the roller is breaking down, change rollers immediately. Even "cheapy" rollers are expensive, particularly when you realistically get only one use out of them when epoxying. All the same, its better to throw it away than spoil your job. If the quality of coating is important to you, don't use "cheapy" rollers which break apart. Buy a good quality roller designed for use with epoxy from your local epoxy supplier. So, the epoxy has been applied with a good quality roller. You have a clear, dry, smooth finish, and move right along to the second coat. Oh no! The epoxy isn't taking in places. It looks like water running off a 'waxed' car! What the hell has gone wrong now? The answer is most likely "Amine Blush." This is a waxy residue that forms on the surface of cured epoxy, particularly where curing takes place in cold weather. If not removed, the next coat - of epoxy may not adhere properly, and the "fish eye" effect where the epoxy doesn't take is immediately noticeable. If you see this happening DON'T GO ON! If you do, you are going to make a whole lot of hard work for yourself. Its easier and ultimately cheaper to stop now, waste that batch of epoxy and fix the problem than trying to sand back the hardened epoxy of a ruined coat. Fixing it is relatively simple, even if it can be hard work. Using a non-metallic scouring pad, such as Scotch Brite, rub the whole project over with an ammonia based cleaner like Ajax. We have also had good results using water with cloudy ammonia and a little cold water detergent (like Cold Power) added, and even just water with cloudy ammonia. 'Change your -scourer if it starts to clog up, usually with a whitish waxy substance, which is the "blush." -Rinse the surface with clean water and sand lightly before the next coat. This will ensure good adhesion between coats. Never sand first, as this just grinds in the "blush", and makes it harder to remove. You should also never wet sand, as if you break through the epoxy, the underlying glass or wood can

Steve & Roselie with crew

"wick" moisture, spoiling and weakening your job. It may cheer you to know that this whole process can usually be avoided. Firstly make sure the work surface is warm, even if the surrounding air is cooler. If the job is small, say a canoe, place a fan heater underneath. For larger jobs, you may have to heat your work area, but still try to warm the material you are coating to an acceptable epoxy curing temperature. Finally, re-coat before the first coat is fully cured. Try to catch it at the "tacky to touch dry" stage, if conditions permit. However, even this may not guarantee a problem free surface. We recently coated the hull of a 12.8 metre Wharram cat. Working conditions were good, being inside a shed which was for the most part closed in. Only a one metre gap below the roofline was open to the outside breeze, enough to ensure ventilation but not air turbulence. The shed was clean, and the day was almost dead calm. Temperature was about 35 degrees. What a great day for epoxying, if you have to epoxy rather than being out on the water! -The first coat went on superbly. Our motto with epoxy is work fast, work accurately and work clean, and this always pays dividends. We re-coated at touch dry, knowing there was no amine blush, but could immediately see that something was wrong. We started getting tiny "mini fish eyes" or pock marks. On closer inspection when dry, the "mini craters" were the centre of a star or snowflake-like pattern. So if it wasn't amine blush, what was it? The answer turned out to be a lesson worth remembering. It seems we had almost invisible pine tree pollen from a nearby grove of pine trees drifting on to the hull on that almost windless day. Attracted by the wet epoxy, it stuck, and the oily pollen nodules released their oils in the star or snowflake patterns. Normally, when coating over a dry layer, I insist on a final wipe over with solvent, which stops this sort of problem arising. You don't expect these sorts of problems when re-coating "wet", but if it happens, one solution is to let the first coat dry, clean down with solvent and sand lightly. Well that's it. The third coat is on. Your roller hasn't broken down. You've made sure there is no dust around, and set the shed up so dust and pollen can't blow in from outside, while still ensuring good ventilation. The temperature is good, and you've had no problem with amine blush. The golden glow of your beautiful wooden hull shines out from under the fine surface of the UV resist, clear finish epoxy you have used, and all is right with the world. Armed with the knowledge of what can go wrong, you have made sure it hasn't and Murphy has been banished for the day. And when clear epoxy coating, who could ask for more than seeing Murphy's rear end disappearing out of the workshop door?

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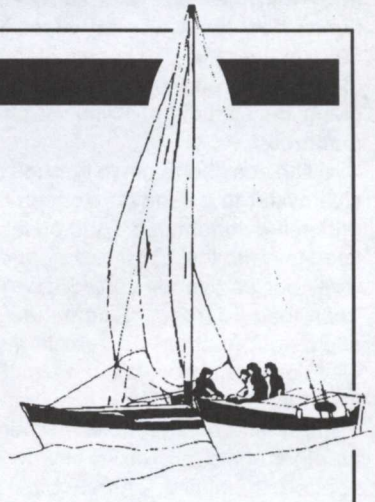

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Yet another "Cruising East Coast Kiwi Style"

Tony Murray

A destination is a wonderful thing. If you've never been there before your imagination can do flips as you picture its beauties. If you've been there briefly in the dark, the first night you sailed a 42ft Narai with your wife, son (11), and father (70), and the beam from the lighthouse guided you in to a lumpy but safe anchorage, then you owe it a chance to better impress.

The MOKO HINAU ISLANDS located 16 miles up the coast from Great Barrier Island in Auckland's Hauraki Gulf did just that. They're a diver-fisherman's paradise. That is until a low pressure system spawned by a cyclone off Fiji starts cranking up the swell and driving the winds! This didn't happen to us (thank God) when we spent two and a half days there on our annual trek up the glorious east coast of the North Island of NZ., but two fisherman we spoke to told us of a couple of professional crayfishermen who'd almost lost their lives there.

What shelter there is fine until the conditions are such that the house boat you're using as a base each night breaks one of its anchor cables and begins to 'watusi' (dance) on the rocks. They got away with their lives and some kindling. Funny how there was no vegetation for 60 ft up the cliffs! Still, when Wendy, Leo (6) and I arrived, gulls and gannets were diving on schools of Kahawai and blue maomao.

The sun shone down through 60 ft of clear water to a sandy bottom in the bay under the automated lighthouse. I was keen to climb the 200 ft to the light for the view, but as Wendy settled down in the bean bag to read, it somehow didn't seem right to shoot off straight away, so I lay down to absorb a few rays. But not for long. "Splash!" "What was that?" Five minutes later a larger splash! There were no other boats, no wakes or waves. Leo spotted them first - three big kingfish cruising majestically in between the two hulls. Kai moana! Seafood! The speargun came whistling out. Ten years earlier while anchored in the Bay of Islands (further north) my eldest boy Hamish had seen two "sharks" between the hulls of our Pahi 31 KAPAI. On that occasion I had fired from the deck and the spear shafted 2 small kingfish! Could this be the next instalment? Four shots and several curses later they had disappeared ! .Blame it on Diffraction or advancing senility? Oh well, que sera, sera. Half an hour later, another splash, a loner back to taunt me. I suited up. This was serious. I had a reputation to uphold. No bloody mammoth was going to get the better of this Mog-Ur! Ayla merely shrugged and went back to the bio-dynamics. Cautiously I slid off the drop ramp into the clear water. The kingie came under the hulls. I hid behind the propeller. Then ambushed it! Whoomph! It ran for the bottom, my spear just holding, line singing out from the reel. We played win some, lose some for half an hour until I finally got it on board. A 26 pounder.

We swapped half the fish for some ice when a large launch pulled up nearby. Bartering at sea is satisfying. Now as we had not sent a Xmas parcel to my father-in-law, it fell on me to find a cray or two to make up for this lapse of courtesy. A tank dive in 80 ft visibility, with fish swimming everywhere, weed of all colours, sunlight reflecting off all sorts of rock and shell surfaces is as near bliss as a diver can get without paying a lot of money to get to more remote places. I was three-quarters into the dive and beginning to wonder how much crays cost at the fish'n chip shop when I spied feelers under a large boulder. After a struggle I came away with three beauties - 6lbs, 8 lbs and 10 lbs. The cray bag took a thrashing. When we dished it up back in Auckland two days later six adults and four kids could only do the big one justice. Now there's always a down side to cruising! This summer was devoid of wind. We had to motor most everywhere. Something was bound to happen and it did. 3 or 4 miles out from Waiheke Island, bound for the top of the Coromandel Peninsula the oil pressure gauge suddenly bottomed out. I traced the leak to a pinhole in the oil filter where the exhaust had been rubbing. It resisted all efforts to close it up.

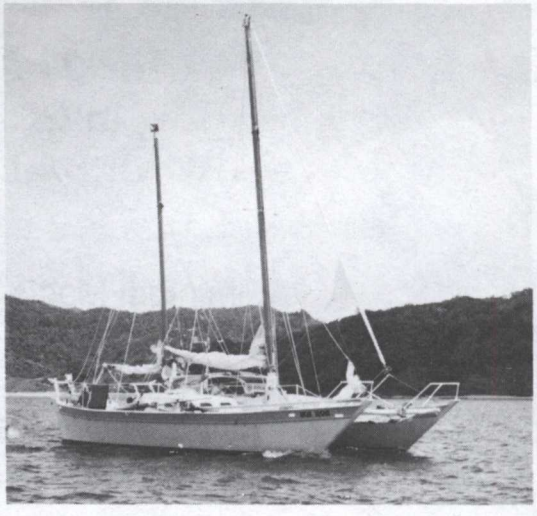
The slow ghosting under spinnaker back to the island seemed to take forever but it was worth the worry as we located a new filter next morning, having been loaned a car by a friendly mechanic to chase filters over the island. Moral - carry a spare filter! Going down the coast we passed Great Barrier Island where we had spent a wonderful three days, rafted alongside a steel Chesapeake Bay fishing smack (only five years old) belonging to a friend of ours, Ian Melsop, the engineer who built Kelly Tarlton's Underwater World.

Each day we cruised out to an excellent diving-fishing spot in his beautiful vessel and Wendy and I had a memorable tank dive together, swimming into a large underwater cave past fish of many different varieties. I was real proud of her as it was her first major tank dive ever. A feeling of mutual exultation. It was mid morning when the mako struck the lure. Both Kent, (11 year old picked up in Auckland) and Leo laid claim to catching this one; something Hamish had hogged in past years!

When I smoked it in the 15 minute smoker the heat blistered the paint on the deck, much to my horror. However, smoked mako is a taste sensation. Apparently it was often preferred by the old time game fishermen to marlin. As always its the people you meet up with that tend to anchor a trip in the memory.

Our friends Ross and Kumiko Liggins from Whitianga cruised with us for a day in their 23 ft Wharram and we snorkelled with John and Carol Arthur, travelling in their sloop BAREFOOT. Ron and Casey were out there doing their thing and like hundreds and others up and down the coast they were enjoying what must be one of the greatest pleasures in life.

Ed. Pity there's no picture of the Crays or the Kingie. but we believe him, don't we? How about signing your friends up for PCA membership?



Pahi 31, launched after eight years.

Leo Duellie

We finally finished our Pahi 31 - No name has been found yet but working on it. Eight years is long but two beautiful kids came into the scene, and also building a business... Finally on August 29th, 5:00 am the boat made its way to the beach and at 2:00 pm high tide, she slips into the water. I am very impressed by the stiffness of the hull joining system, being ropes and all. I didn't think it would be that rigid.

I made the beams 18 inches longer than the plan and attached the inner shroud onto the end of the third beam as you can see in the picture. So now it is not in the way when you go down into the cabin and also out of the way for the deck tent. What is your opinion of that, and suggestions? I have sailed the boat only one month this season and always on smooth seas; no test has been done on rough water. Looking forward to next spring.

The lanyard system on the rigging is no good. I cannot pull the forestay tight enough, and always have a sagging forestay, making it hard to go up wind. Someone suggested attaching the drum of the furling system directly to the two cables coming from each side of the beam, eliminating the tube that goes down to the middle of the beam, and put a rigging screw on the backstay. ??? Any suggestions?

I would like to find some other type of tiller system. It takes a lot of space on the back net. Also my motor bracket has to be changed. Being in the middle is no good. The displacement of the water caused by the two hulls creates a very low water line right at the spot where the motor is, thus being out of the water all the time. I have used the bracket suggested for the Pahi 42 and it has to be locked because it kicks up when hitting the waves. Any suggestions for both of these problems?

P.S. If you have any new ideas that have been tried out on the Pahi 31, I would like to hear about it! Leo Duellie 347, B des Engoulevents, Maria, P.Que. Canada. 6OC 1YO

Ed. Having completed this page I checked the address in my database.....and find Leo is not a member. We shall leave the article in, but anyone writing - tell him to join!

'Christmas Cat' 4 years on!

Tim Deacon (Hitia 17)

At the time of writing (10.9.94), I am sitting in my VW van contemplating the surf conditions on the North Devon Coast waiting for the right moment to hit the surf (or should that be for the surf to hit me!), with my new surf board. My passions are divided between surfing and sailing!

Christmas Cat is at the moment moored on a swinging mooring off Weston Shore in Southampton Water and I thought it a good time to reflect on the last four years owning an Hitia 17. The photo shows the latest addition to the boats gear, this being a deck tent made in acrylic material by a Southampton Sailmaker. I have to say he has made a super job of it and it works beautifully. The plans were followed to the letter except that the sand filled 'ballast' pockets were omitted around the base. Instead I simply used reinforced eyelet's in each corner and used a bungy sail tie (a loop with a plastic ball) fed through the eyelet and around the end of the cross beam by the cleats. This seemed to me to be a better solution and easier to fix. There is loads of room (I can stand in it easily, I'm about 5'8".), and access to the hatches is excellent. I did think of using a dome tent originally having seen this done on a Hitia in Germany, but decided against this as: a) I could not find a dome tent of the right size and b) the access to the lockers would be 'outside' the tent. I have only used the tent once but found it roomy and comfortable with lots of combinations of the end doors being open/closed etc., to give good through ventilation. The tent cost me £200 and I thought it good value as it really is a super, well fitting job. I found it easy to put up (mind you it wasn't blowing a gale at the time!) and take down from the deck.

Originally I kept C/Cat in a marina (those were the days!) but when mooring charges shot through the roof (£1,000 + P/A), I decided to move to a swinging mooring down the river. I have come to the conclusion that I preferred the marina! It was 10 times the cost of the swinging mooring but the swinging mooring was 10 times more inconvenient! You pays your money and takes your choice! I needed a motor to get in and out of the marina, so I fitted an electric outboard (Mercury Thruster T28) with a 6OAh battery lashed in the port hull. (See an earlier article in the 'Sailorman' for details of this addition.). This has worked well for most of the time - it is a little underpowered against a strong tide but generally I'm pleased with it. To get to the swinging mooring I needed a tender, and eventually bought a Campari Bluebird (with a ply floor). This seemed a reasonable tender at the price and just out of the 'Toy' range. It has proved to be OK for 99% of the time and is fine for just me and sailing gear. It gets a bit overcrowded with two people and gear. The material it is made from is fairly fragile and needs care when launching and recovering on a stony beach with a bit of a chop, but it was cheap alternative to buying a 'proper' tender, so all in all it has proved its worth.

I made a braked road trailer for the boat last year (I got fed up either paying for a small low-loader or borrowing a trailer) to move the boat at the beginning and end of each season. The trailer was made from an old caravan chassis found in the Freeads in the local paper. The chassis cost me £30 and was exactly what I required. It had brakes and two new tyres plus a bit of rust! After I had wire brushed it, cleaned it up with a small electric hand-grinder, altered the position of the axle and given it two good coats of Hammerite, I made two 1/211 ply ends with 'V's' cut in them to support the hulls (suitably reinforced to spread the loads). The main problem I had was stopping the hulls sliding backwards when the trailer was towed. I eventually overcame this by a stainless steel wire strop fixed to the hulls and tied back to trailer, plus of course the hulls were well strapped down. I replaced the brake shoes and bearings and the final bill was about £250. I'm well pleased with the job and it has saved me a lot of money in hire charges, plus the fact that when I store the boat for Winter I can move the boat around easily for painting etc..

My thoughts on trailing and launching every time one wants to sail are fairly straightforward. I would not recommend it! It takes me about three hours to put the boat together and get it in sailing trim (plus the help of one or two people). Also, in the original design specification for the boat, it was stated that it could be car topped. I feel it is too big for car topping and I would not like to put it on top of any car! If anyone has car topped an Hitia 17 1 would be interested to know their views!

Whilst on the mooring a couple of

months ago, I noticed that the Dolphin Striker was missing. (I had obviously sailed with it like this for a couple of days - to no ill effect!). I think that what happened was that the eye on the mooring buoy had clipped the striker and it had twanged off. Cats do such funny things whilst moored, (totally opposite to craft around them!). I made a new one and made sure that this would not be lost by drilling a small hole in it and attaching it by a small cord to the cross beam.

I am pleased with the paint job I did, and it has lasted well. I pigmented the last coat of West Epoxy and then gave the hulls two coats of Blakes two pack polyurethane undercoat, followed by two top coats of two pack poly. (I wish that I had given it three top coats now to get a deep colour finish - I painted it bright yellow). The extra expense of two pack was well worth it - it is a very hard, durable finish and has taken various knocks over the past four years. I think that it is about time to give it another top coat to keep the boat looking good. I have used VC Offshore Teflon Anti-fouling from the start and it takes 750 ml. to give the hulls two good coats.

I have put alloy rubbing strips under each hull as they take a lot of pounding on the mooring as it dries out.

Varnish-wise I started off using two- pack poly varnish but now use single- pack poly as it seems to last just as long and is easier to apply. The sprit gets a lot wear around the snotter.

The beam lashings have lasted well - I am still using the original rope lashings and they look fine. The trampoline lashings get changed each year - they suffer from a great deal of wear. I increased the size of the lashings to 6mm and subsequently had to increase the size of the holes in the aft crossbeam (these are now 1/2" diameter and well rounded either side of the beam).

I still do not get enough time to sail the boat as much as I would like, but I suspect a lot of people suffer that problem! I hope to sail with Scott Brown later this month on Mannini Pahi. I did some work on her earlier this Summer and was very impressed with the way she was built, very strong and well finished.

All in all I am very pleased with the Hitia 17. She is quite wet to sail (I've just invested in a dry suit!) when it is choppy, but when conditions are right she flies along and looks very graceful. She has given me and friends I have taken sailing, a lot of pleasure. A couple of weeks ago, I went out on a GP14 - aren't monohulls wobbly!

The Ditty Bag

For Sale

NINA Mk 2 Tangaroa, very strong construction. £13,500 call Steve Turner on 01752 822846

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Letter from Indonesia

Colin Flynn

Dear Scott, As you always seem to be nudging us members for further contributions for SEA PEOPLE, I thought I'd bore you all with another episode of the trials and tribulations of "building in paradise".

First let me dispel a popular misconception! Paradise, like all things, is a compromise. On the one hand beautiful smiling friendly people, sunshine and low prices, on the other bureaucracy gone mad, non availability of certain items - sailmakers for one thing - and greedy corrupt officials.However, nothing to stop your average adaptable and inventive Wharram builder! As I said in my last letter, we felt the project was not making progress as rapidly as we had planned, mainly due to the six months hot and humid wet season - I think the first horrendous rainstorm hit us about ten minutes after our first saw-cut. But now, suddenly it seems, the rains are almost finished, and so is our first hull! Now I take a look at what we have done in five and a half months - all bulkheads made and framed, both backbones made and assembled, one set of stringers made and the first hull assembled and almost finished planking up (it will be complete and ready for sheathing by the end of the six months two weeks hence) - I think perhaps we have not done too bad after all, especially when I read SEA PEOPLE letters of Tikis and Pahis (both quicker to build than classics) taking three to five years.

Although I don't doubt we are probably deluding ourselves here, due in no small part to the very welcome letter we recently received from Pahi 31 builder **Bill Bishop**, in **Queensland Australia**, who tells us he has built both his hulls in 4 months. But he's been "head down, ass up", as he put it, full time. Pretty good going though I must admit.

We've made one or two mistakes, as everyone does, but all found while it was still easy to rectify them. One mistake was to do with the first two or three stringer scarf joints. I planed very neat 8 to 1 scarfs, then epoxy glued and clamped them up really tight, getting a beautiful looking join. Mistake!!! We soon realised that epoxy glued joints need plenty of scoring to both faces and not too much clamping pressure - it simply squeezed all the epoxy out. Fortunately the first one failed under test, so we learned in time what not to do.

We were a bit concerned at how flimsy and flexible it seemed when we had the bulkheads set up and glued and screwed to the backbone, but we needn't have worried as the difference once the inner keel laminations and sheer stringers were on was incredible. From there on it just got more and more solid and when we started planking up - with 12mm instead of 9mm ply - nothing moved. I had the great good fortune to have donated enough aircraft structural epoxy glue to build the whole boat. This is shelf-life expired (six months for aircraft use) but just fine for our purpose. It doesn't cure diamond hard like regular epoxy glue so will not crack with timber movement and produces a joint many times stronger. Its only draw back is its dark grey colour, so some masking is required where glue runs would be seen, but you can't beat the price and quality!

Because of the lack of suitable pine here, I shall probably use mahogany for the cross-beams, but the mast is giving me some cause for thought. Is there, perhaps, a professional carpenter or boat builder member out there somewhere who can advise me on a suitable tropical timber for mast building? Teak, mahogany, ramin, meranti etc. are all available, also keruing, but I know this is too heavy.

I'd like to use a Tiki rig on her, for its efficiency and lack of need for sail track - something else not available here - , does any one have any experience of using it on a Classic? I hear it has been used successfully on a stretched Pahi 31 in New Zealand. It would be very easy for me to have my sails made in **Hong Kong** and go and pick them up myself - avoiding customs here, with any luck - but from everyday experience here I'm very wary of the quality of Chinese products. Does anyone have any experience etc. of Hong Kong sail lofts? J.W. says there was an article some time back in Practical Boat Owner on the use of nylon and marine epoxy paint as a hull sheathing medium. Does anyone have a copy of this, or any information on the method? Resin is available here but not glass-cloth suitable for sheathing. Suitable nylon fabric is easy to get, as is the marine epoxy paint. Finally, anyone planning to cruise in this area, or having useful information, or simply wanting to contact another builder, we'd be really glad to hear from you. Address as above, or phone/fax 62-361-752107. Happy building or sailing, Colin and Mellyana Flynn Denpasar, Bali.

Steve Turner Replies

It's good to hear that you are getting on so well with the Tanenui, Colin but do keep an eye on the built weight of the boat! 12 mm plywood gives an increase of 33% in the planking weight, the mahogany beams are probably heavier than designed and a mast made of teak would certainly be! (not to mention keruing) The Tiki rig is a very good idea, We have used it on several small classics. Can you get your hands on aluminium tube out there? We use 5" o.d. with a 10 gauge wall for both the Tiki 26 and the Tiki 28, alternatively what about bamboo? This may sound crazy (and maybe it is) but if you can find bamboo with a fairly parallel section around 5 or 6 inch diameter it may just do the job! We have used epoxy paint with nylon cloth for sheathing also with fibreglass surface tissue, both successfully but I suggest that you do a few samples before skinning the boat as some cloths may have a surface treatment which makes them unsuitable for use with epoxy. The technique is to give the area to be sheathed a priming coat of the epoxy paint and when that is dry apply a second coat which is left to go tacky. Spread the cloth over the tacky paint being careful to stretch out any creases then wet the cloth through with a third coat. When this has cured (it will probably take a little longer to cure due to the thickness of this coat) apply further coats until the weave of the cloth is filled. Surface tissue is applied in much the same way but less care is required as creases blend in when wetted out. The best tool for applying the paint is a small fluffy roller (usually called a radiator roller) but once again do a test before starting to sheathe the boat as some rollers will break up in the fairly fierce solvents that the epoxy paint often contains. Good luck, Steve Turner.

P.S. Bill Bishop, Why haven't you sent SeaPeople an article about building both your Pahi hulls in four months ? Don't forget the photo's.

Limerick Pahi 31

by Steve Walsh

By tradition the first of May is when the circus goes on tour. A "First of May" is a beginner, a tyro of circus. "First of May" is my boat, the boat I learned to sail on. She is a Pahi 31, sail number 32.

I bought the two hulls in very good condition as an unfinished project, the joy of my good fortune tempered with a little sadness, knowing that the start of my dream was the end of another's. Ten months of very hard work followed and "First of May" was craned into the water in Limerick Docks on the first of August 1993.

For the next year without lay-up we sailed to magic places on the west coast - Snis Oirr for traditional music, Aran Mor to see the fort off Dun Aengus, Snis Mac Dara called after the patron saint of sailors in the west - and many more too numerous to mention. We sailed winter and summer and in August '94 felt brave enough to try to sail to Falmouth for the summer meeting. The Scillies worked their magic on us. With our resolve weakened in The Turk's Head, Bishop's Rock became our furthest from home. Maybe next year?

"First of May" was finished to plan with just one or two points of interest to builders. The most obvious is that there is only one dagger board. It is mounted in the starboard hull in the standard position. The pros/cons of this arrangement were discussed by the designer John Shuttleworth in "Multihull" magazine. He uses it on very fast (and very expensive!) catamarans. On my Pahi 31 it works fabulously. To windward just stick it down and forget it. We make less leeway, tacking is improved, you have one less set of ropes to twiddle with when going about. We saved a week's work in building and gained a cavernous bow locker. There is no difference on port/ starboard tack. "First of May" has an aluminium mast. I bought two sections of suitable mast section from a broken mast. A mixture of engineering and intuition leavened with alchemy deemed that the join be located at the hounds, where it is completely supported by the lower shrouds. From a scrap section approx. 400mm long two side plates were cut. These were pop-riveted inside one section to form a "spigot"; the second section slid over this and was in turn pop-riveted. DO NOT attempt a close fit. A gap of 2/3 mm is needed for the weld to run in. DO NOT attempt any back-yard welding - take it to a pro; You need a proper shielded arc weld and a competent operator. You can have the job finished in an afternoon - the whole lot cost me less than the chandler wanted for ten metres of alloy track for the back of the wooden mast I'm glad I never built. There is a second bonus here - you save maybe 15 kg aloft. When pitching in a seaway this operates on a lever arm (centre of mast to waterline) at approx. 6m , which on a 10m boat is the same as carrying your 15 kg anchor on a 1 m bowsprit! Before I appear too clever by half I admit I spent ages making coamings/waterproof hatches to provide dry cockpit lockers, then had to drill vents/drains in the bottom to allow the mooring warps to drain, the gas bottle to vent, etc.

I am very happy with my "First of May", very confident of her ability at sea". Luckily I never had to work alone. . We cruise 3/5 handed without a deck tent. We have good space in the cabins. Pahi 31 is the smallest Wharram to include the luxury of double berths. Although only 1.6m longer than Tiki 26 it is double the weight - a lot of very tough boat.

Austrian 1994 Summer Meet

by Gerald Winkler

I've been to Texas last month for two weeks. I had the weekend off so I called Tom Miliano (local Wharram agent) to get me in touch with other Tiki sailers in the Texan Golf of Mexican region, which is also a perfect cruising ground for Coastal Trekkers (rivers, lakes, lagoons..). Surprisingly enough there were none. But I met Bob and Cleo Phillips building in Corpus Christi a Pahi 42, which is practically finished. They have really big plans and will start next spring. Also very impressive, Cleo produced all their sails by herself starting with a kit provided by a Canadian company with substantial savings. It was a real nice day there.

For September 24, the first 'Wharram Trailer Sailer Boat Meeting' was announced to take place in Austria. The idea behind such a meeting is simply that, if sailing a Wharram catamaran, which is outfitted in order to be regularly trailed without too much of additional efforts, needs are different from Classic Wharrams or boats assembled for permanent use.

Obviously there were more than only one ore two Wharram Coastal Trekkers designs sailing in Austria, which were regularly trailed down to the Mediterranean during summer vacations. But communication between these sailers seemed to be sparse, although most of their catamarans are sailing at the same lake, the Neusiedlersee, located near Vienna. Therefore it was high time of getting people together for a boat meeting.

The Neusiedlersee is a steppe lake, a really unique lake which is perfectly suited for Wharram catamarans. The lake is 35 km long and 7-15 km wide. The average depth is only about ONE meter, the maximum around 1.7 meter. This allows water temperature to rise during summer up to 25_-30_ C, but also causes an extremely unpleasant, short and steep choppy sea if the wind is F4 plus for some hours. The south-west of the lake is Hungarian territory.

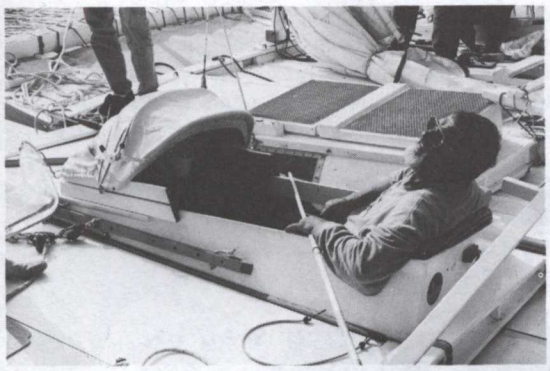
Ninety percent of the shore lines are perfectly protected by a thick belt of reed. So its quite easy to escape the few crowded spots where road access to the lake is possible. The bottom of the lake consists of soft and silty mud, so you can drop your anchor everywhere between islands or bays in the reeds or even in the middle of the lake. The south-east is closed to the public because of a fantastic natural reserve, famous for the various bird species breeding in the reeds. Combustion engines are strictly forbidden as well as sewage sea-cocks and poisonous underwater coats

Wind conditions are said to be among the best in Europe similar to the Lago di Garda in northern Italy. Therefore it is not surprising to find boats and wind surfers of different nationalities here enjoying their holidays. The character of the area is strongly influenced by the Hungarian flats and the mood is laid back, perhaps because of the location in the middle of all the famous vineyards. On calm days you better go for a bike ride round the lake, in case you can't continue (vine cellars are dangerous) take the ferry back.

Initiation of a boat meeting was not as difficult as expected, because most people contacted spontaneously said they were interested. The real challenge was getting the telephone numbers together. The rumour about the meeting spread around like a virus. Sometimes people knew already when I called. Others contacted me after they had read the note about the meeting in the last PCA magazine.

As the time for the meeting became

due actually nobody was sure who and how many would be there. Weather was perfect, no clouds, little haze, F4 SE and flat water. Around lunch time the first two boats arrived and during the next hour the raft grew wider and wider and at two o'clock there were 25 people on six boats (four Tiki 26 and two 21's). Each loaded with Wharram skippers, builders or potential builders and families, all curious to meet the other people and inspect their boats. Star of this meeting was Helmut Rieder's Tiki 26 Aura which he has built to a professional finish including plenty of



beautiful woodwork. Before he started building his Tiki 26 he has sold his advanced Pahi 42 project and he is currently building again, lending a helping hand to a Tikiroa builder. Another interesting boat was Tiki 21 #4 with a fully battened wing gaff sail and gunwales above deck level like the classics.

Hans Signer travelled from Switzerland to Vienna for the meeting and gave it a little international touch. He has never seen nor sailed Tikis before, because there aren't to many (or non ??) in Switzerland. During the meeting he was easily convinced and decided to start building a 26 and is currently hunting for a building site.

In the late afternoon four Tiki's set sail southbound. It was a fantastic view of the Tiki fleet marching close hauled into the setting sun.

At the end of the meeting everybody agreed not only planning for a June 95 boat meeting, but also to meet during the winter (for details, contact Gerald Winkler, Oldenburggasse 53, A-1230 Vienna, 67 49 505).

Interest in this group is still increasing and currently we know of 18 completed Trailer Sailer Wharrams in Austria (12 of them at the Neusiedlersee) ranging from a Hitia 17 to Gerhard Bobretzky's Tane, the first Wharram here more than a decade ago. The Hitia 17 was built by Meinhard Koch. One summer he used her as a day sailor in Greece, making remarkable island jumps of up to 25 miles. Thereafter he built his Tiki 26 Papalagi and trailed her down to Greece for the maiden voyage. Most cats of the Neusiedlersee fleet are Tiki 21's, but for next year we expect launching of two Tiki 26 and probably one Tikiroa. Experience among the group is broad banded from single-hand-trans-Med-non-stoppers (5 days) to families preparing for their first trailer trip.

Enforced by the circumstances of having no direct sea access in Austria, but having fantastic lakes for sailing, expertise of polycat trailer sailors reached a relatively high level with regard to building, trailing/assembling and outfitting during the years. Obviously here is an excellent farmland for James Wharrams ideas of Coastal Trekkers more than 10 years ago. Meanwhile it has been proven that the Tiki's are not only safe Coastal Trekkers but also, slightly modified, powerful oceans crossers. This works similar, in a smaller case, with trailer polycats. It is not unusual, sailing from the start point to the actual cruising area along the direct route, whereas at the beginning there is the tendency following the shore in search of the shortest offshore crossing. As far as I know trips were made from here to sail in Netherlands, Czech, French, Italian, Yugoslavian, Greek and Turkeys waters.

Speaking for myself, Trailer Sailing suits my needs perfectly, because I can sail my boat and relax during the weekends and have access during my limited holidays to almost all European, North African and even western Middle East waters. If you have loaded your boat on the trailer it doesn't make to much difference if you drive 500 or 1500 km. You start early in the morning and should have your boat sailaway either in the late afternoon or next day at lunch time. Assembling the boat from trailer to sailaway can be done by two persons in 2-4 hours. Meinhard Koch developed a simple, very efficient method of loading the hulls onto the trailer single handed within 20 minutes.

In the course of trailer sailing I have sailed my boats with my family through the heart of Venice, strolled around between the fantastic rocky islands of ex-Yugoslavia or have anchored in canyons at the island of Elba. This summer we (my wife, myself and our two girls 6 and 8 years old) trailed our new Tiki 26 (#257, Kananaskis) to Italy, sailed across the southern Ligurian Sea, explored the impressive west coast of Corsica. We were caught by a Mistral (F9) in the Strait of Bonifacio. The same gale gave Franz Suttner (Tiki 26 Tapioka) a hard time in northern Sardinia. From south Corsica we sailed a straight course back to NW Italy, enjoying nothing more than the

beauty of sunrise at sea. Next year should see us cruising in central to southern Adriatic again after a 10 year absence. Of this I am dreaming during foggy, dark, wet and cold late afternoons in fall, like I am doing now in front of my PC.

Will there be any other polycat in the central/southern Adriatic (e.g. somewhere in the archipel of Kornati, 65 nm from Italy or 90 nm from Rijeka, around mid July 95), somebody interested in 'Spaghetti a'la Winkler' ???"

Cat Corner

NEUSIEDLERSEE Austria

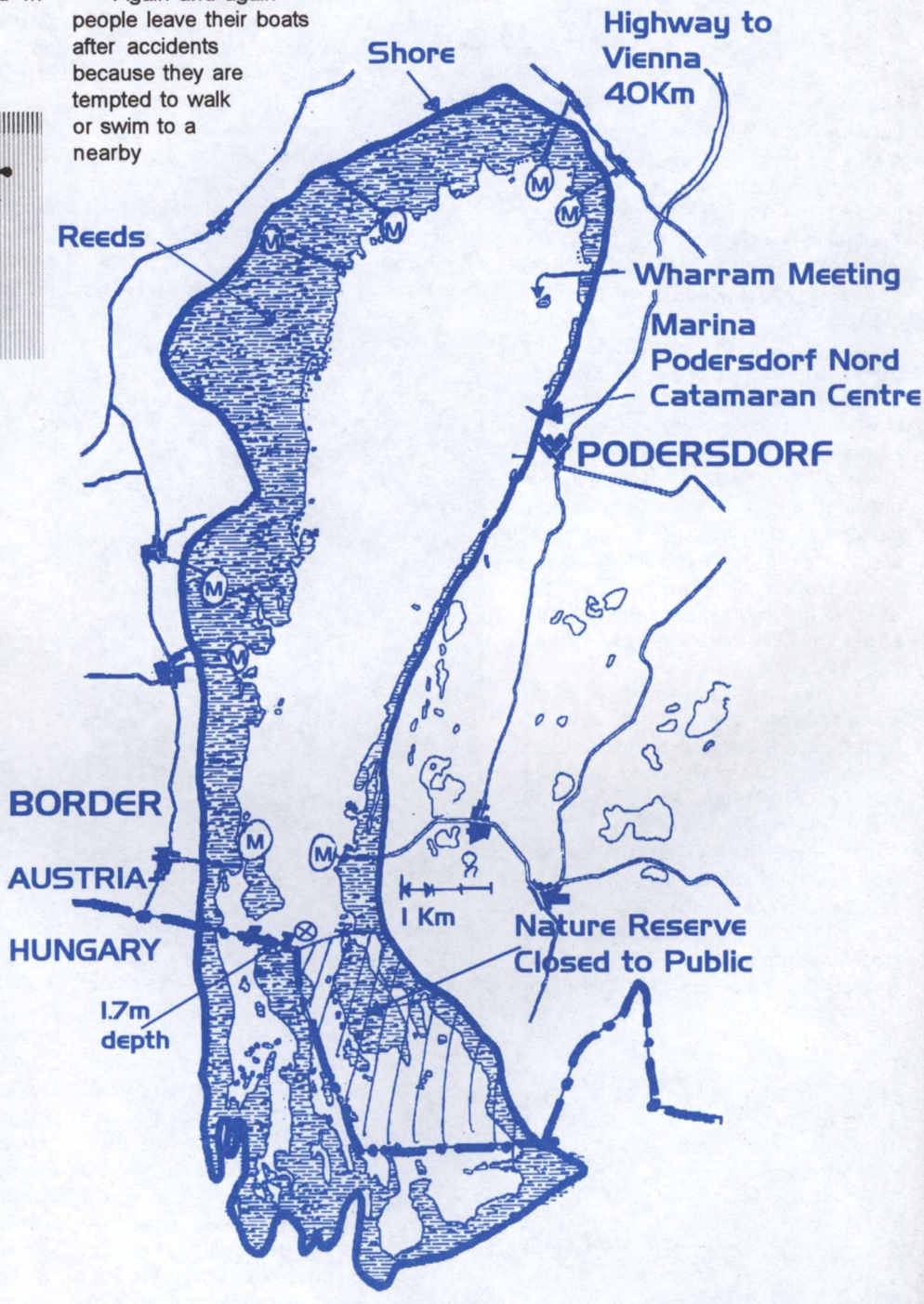
The following Cat Corner should be read in conjunction with the previous article by Gerald.

There are some marinas around the lake, most of them owned by the nearby town and operated therefore not in the professional yachty way, but rather in a private atmosphere Some are close to town, which means you have to navigate some kilometres in and out through a channel, others are peninsulas, accessed along a dam. Around Podersdorf there are the only beaches at the lake, because the dominant westerly winds do not allow the reed to grow there. Therefore it has a relative high infrastructure a yacht club and two marinas The Marina Podersdorf Nord is perfectly suited for catamarans, because of the slip facilities and the large assembly and disassembly area. The site is also located a little bit off the town. It is the centre for catamarans, predominately beach catamarans but also some wharram cats are berthed there. Access is limited to berth holders, but guest boats are welcome and are offered weekly or monthly moorings for reasonable prices including trailer and use of the facilities. The fee for one season is around 450 US for both monos or multihulls.

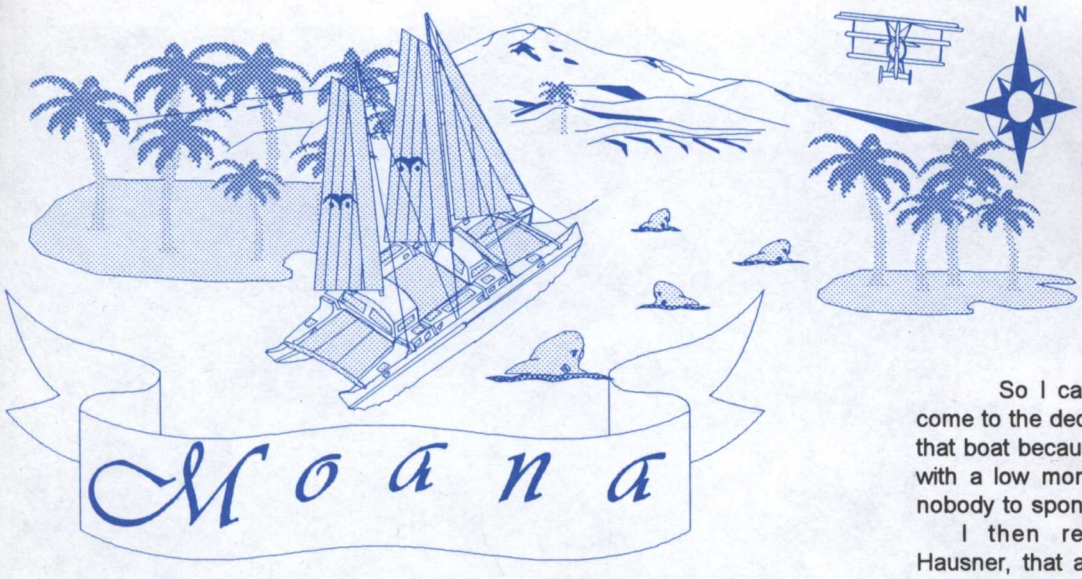
There is a storm warning system in place around the lake consisting of sirens and flashing lights Storms can be extremely dangerous, because of the shallow water. Capsizing results in many cases in loosing the mast, if the mast top is stuck in the mud.

Again and again people leave their boats after accidents because they are tempted to walk or swim to a nearby shelter. This results in many cases in the loss of their lives. But in principle the lake has no objective hazards like reefs, currents, dangerous lee shores..., however even in the middle of Europe it takes some seamanship.

It is a very special lake for sailing and it's well worth visiting.



See also : PCA YEAR 1994 VIDEO



PAHI 63

Lengh O.A.	63 ' -	19,20 m
Lengh W.L.	51 ' -	15,55 m
Beam O.A.	28 ' -	8,53 m
Beam of Hulls	6 ' -	1,83 m
Draft	2 ' 2 " -	0,66 m
Weight	approx. 7 tons	
Sailarea (working rigg)	125,4 m²	
Bruce Nr.	1,6 imperial	

Designet by James Wharram & Hanneke Boon

'Single-Handed' Pahi 63 build

by Peter Mican

Ed. I have left this letter very much as it came to me, apart from some help with translation. This is Peters story, what a story, what a yacht, what a guy!

Dear Scott & PCA,

Vienna, 8 June 1994

Many thanks for your letter and the sweatshirt..

Now to my Pahi 63 project:

After staying one year in the Philippines (1985) and reading the book TABOO III ~ from the Austrian Cat-sailor Wolfgang Hausner I was attacked by the virus of catamaran-sailing. From that day I worked to find the best way to arrive at a perfect boat.

After examining hundreds of study-plans from the different designers I come to the designs of James Wharram and Hanneke Boon. That was it.

The designs are exactly what I had spent a long time seaching for and James Wharram's enormous experience put me in good hands.

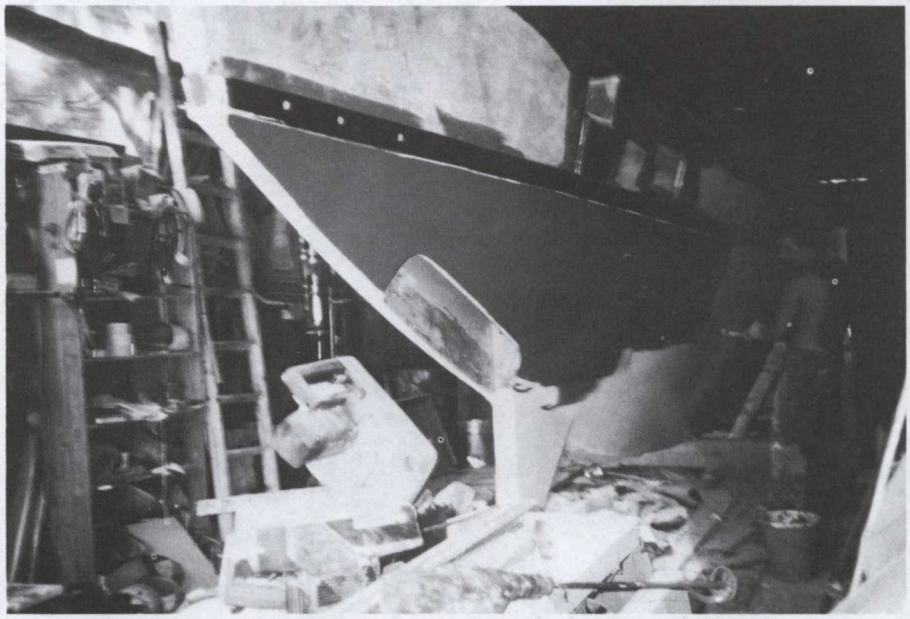
So, now I had to look for the exact boat, that I can build myself without help from anyone, because my financial situation is not very good.

So I ordered the design-book from the Wharrams and after I received it I come to the page with the Ouetzalcoatl now GAIA Pahi 63.

I was electrified by the design and I feel I must have this boat '**and no other**' but how I can finance that very big boat?

So I calculated the project and come to the decision that I cannot afford that boat because I am a normal worker with a low monthly income and I have nobody to sponsor me.

I then remembered Wolfgang Hausner, that after the break up of his



first boat he built a new boat, and a big one, without help from others.

After many sleepless nights I come to the point. I will sell my new car, my apartment and I will stop smoking (double effect money and health) so that I can save very much money and keep the monthly expense to a minimum.

There was another problem: some years before I had crashed a motorcycle and now I can use only my left arm, my right arm is paralysed.

All my friends and relatives tell me that I am crazy and cannot even build a little dinghy, so how you can build that very big boat?

But exactly those negative comments gave me the power to work on my project.

Now came the next step: Where I should build the boat in a city like Vienna?

After the first looking for a workshop I think the project has collapsed again on the enormous costs for that. What do I do now? After sleepless nights again I had a good idea.

I ask the municipal office for a working space in the city for a low rent that I can afford.

After some weeks a letter arrived me and there the municipal office offered me a place, that I can use the next years. I was very happy and the next day I go to look at the place. Oh my God ! It was a completely uncultivated area without electricity and water.

In the first instance I cannot see any chance of building my boat here, because the place was very bad and I cannot have a concrete contract for the next years, I can only use the place for such time as the government has no other project for it. It was very risky for me to start my project and to invest money here.

However I had no other chance, or I must forget my boat. So what I will do? I speak with my wife and we come to the solution, that we must start now with our dream and our new future.

We now had very hard work for about two years to cultivate the ground, installing water and electric and building ourselves a little house (6x4m) and the workshop.

It was now already 1990 and I ordered the plans from James Wharram but what comes now ? A very strong gale comes over to Vienna and destroyed my workshop completely to firewood.

Now all my friends laugh at me and think, now it is finished, my project, and I will come back to a normal lifestyle like them.

But they all fail and the next day I start to build a new and stronger workshop and so in July 1990 I start to build my boat.

I built my first hull from July 1990 to October 1991 with a Winter pause of five months (like every year), because of the climate here in North Europe. The second hull I started in May 1991 and I finished it in October 1992. In the season of 1993 1

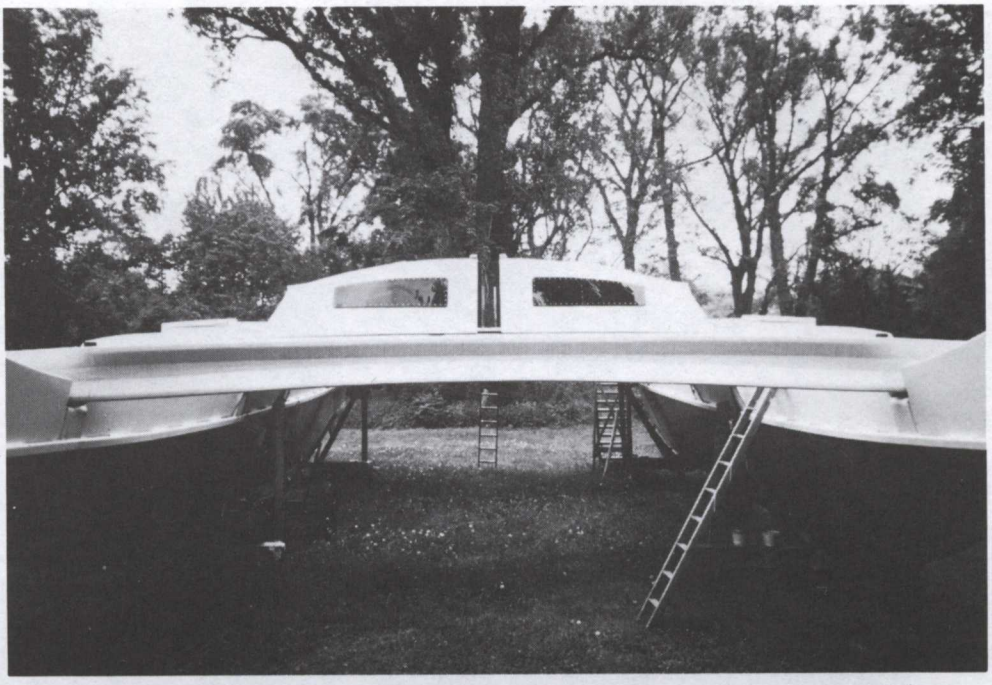
build the six beams and the four deck-houses.

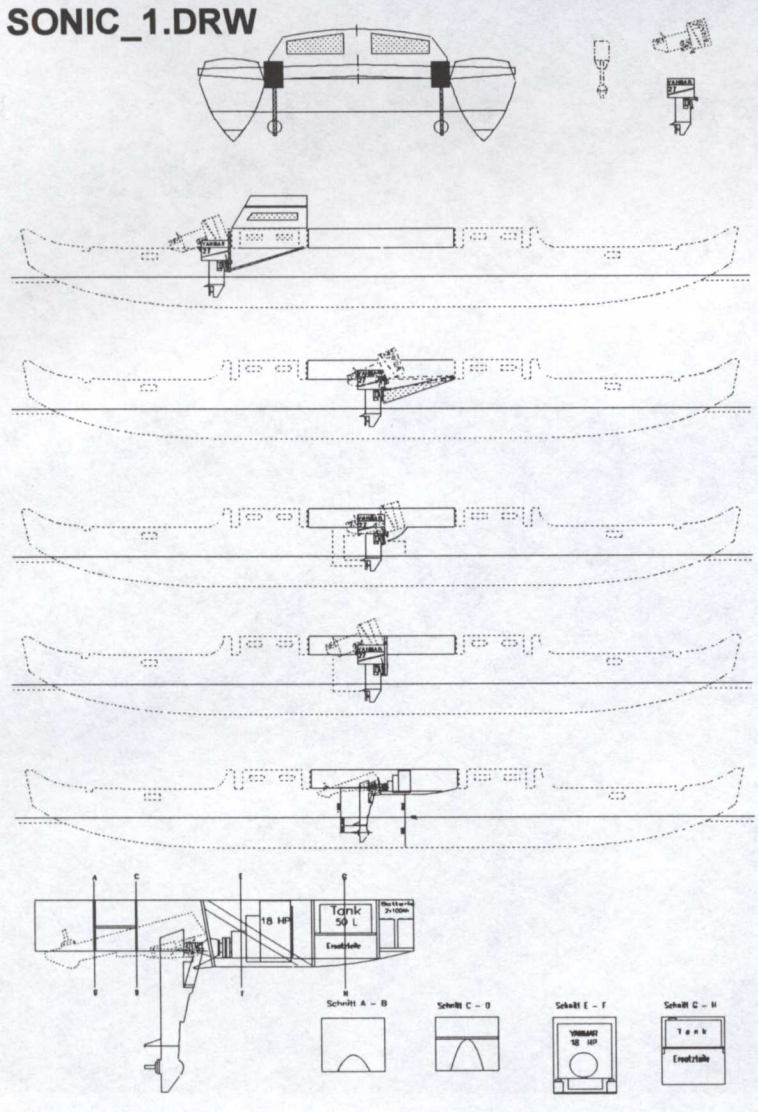
Now I'm building the two motorboxes for two Yanmar 18 hp diesel engines with the Sonic-Cat-Drives. This year I will also finish the Walkway, the Centre-deck and the Sternramp and also finishing works in the inside of the hulls.

Next year I will build the two masts and the complete rig and the last finishing works, so that the boat will be completed next year.

For launching I must wait again maybe two years, because I must earn the money that I need for the engines, the sails and the other equipment a boat needs to go around the world.

Now if I look at my boat I have a great feeling and you can see, that also a handicapped man





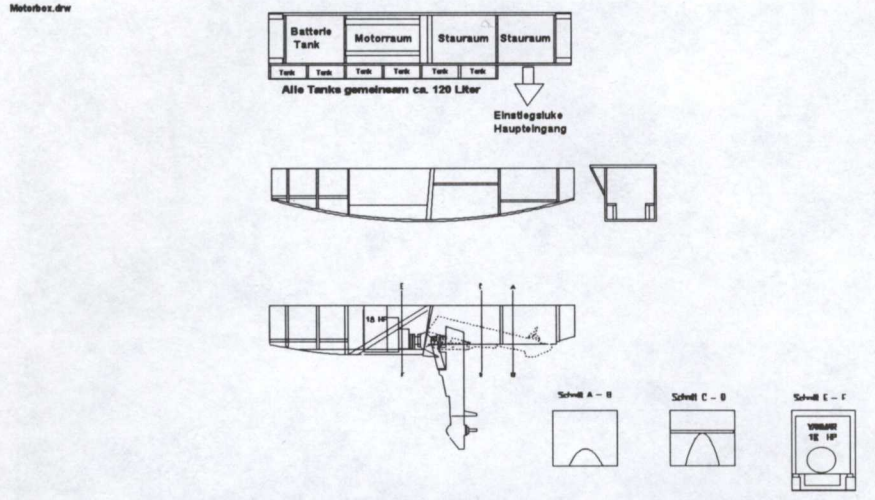
can do the same work as all others. *(Ed. This is an understatement Peter)*

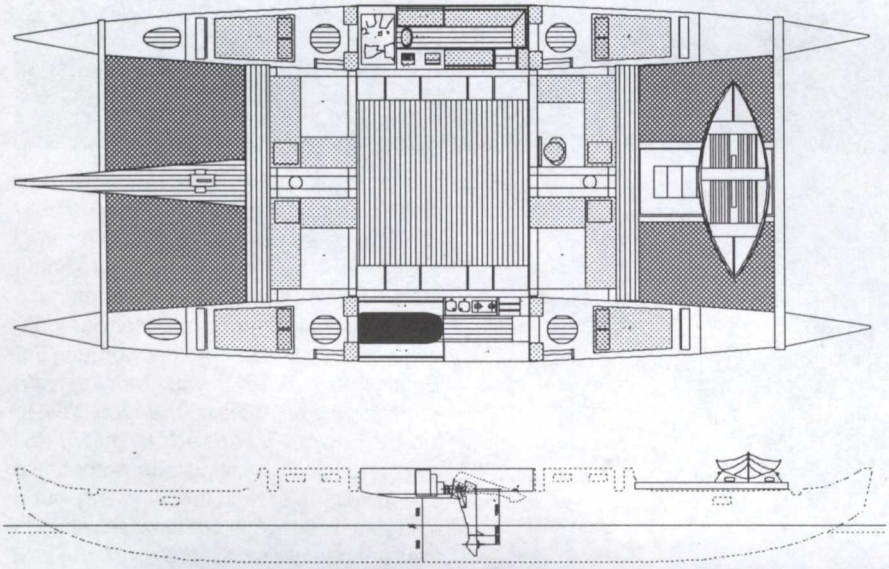
Maybe some people that think they cannot built their own boat, they should read my letter and so they will come also to their dream. I work completely alone, only with a little help from my women *(Ed. Excuse me Peter, I was helping with translating and almost changed this to woman, then realised it might be correct.....)* in painting and sometimes she helps me to hold the very long wood stringers or so. *(Ed. OK now we know, I thought we were in the presence of number 1 disciple there, 63 and all)*

For example the turning of the hulls I manage completely alone and also the transport out of my workshop I manage alone with my self-made trailer. Assembling of the boat I can manage alone with a simple home-made crane and only for the unhandy deckhouses I need help from a truck with a crane. I tell you that, because I have heard many times that the building of a boat needs many professional workers and machines and so it cannot be built alone.

In my example you can see, that even with only one hand and a bad back you can build your boat with only basic tools and your personal power. In my experience of the last years I can see very often, that the professionals ?? are often very unprofessional and the workers are mostly inexperienced helpers only, that have no experience of what the sea can do, and the results of their work reflect that.

If anybody carefully builds his own





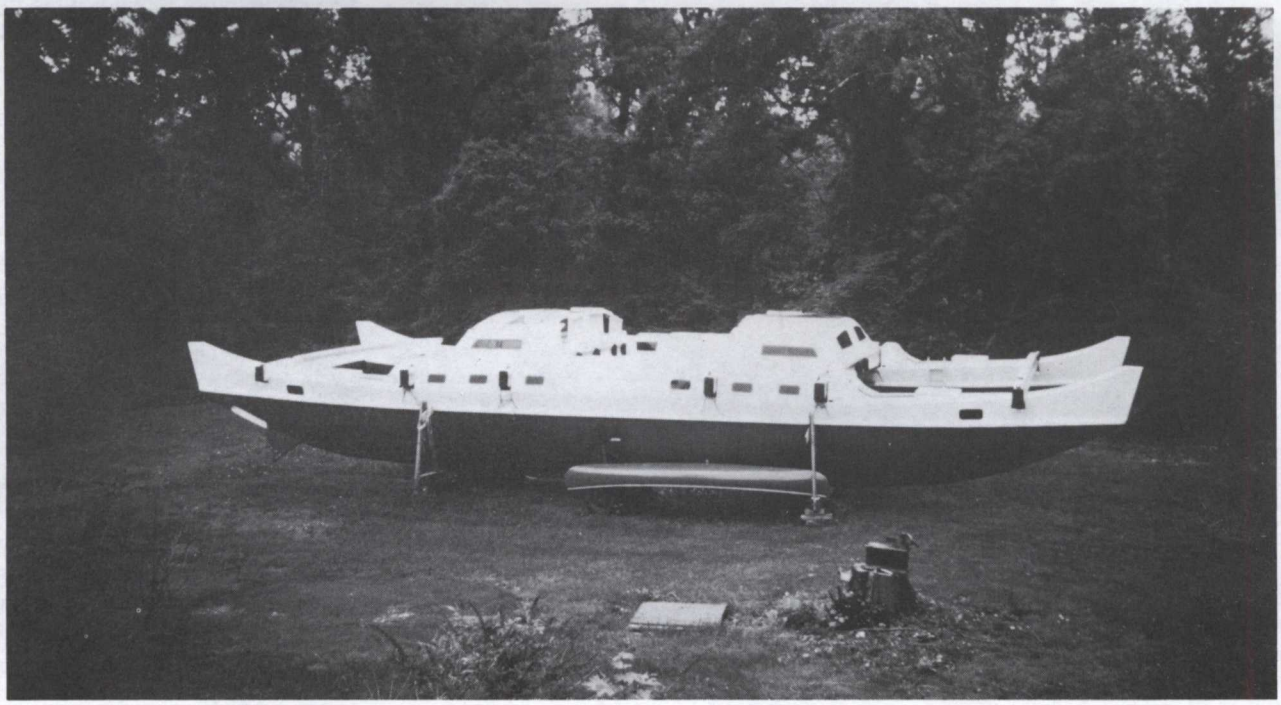
boat, I think it is more exactly and strongly built than any others can do.

So I think I have written too much and I hope it was of a little interest to you.

I will close now and hope to hear from you again, with the best regards to you and your team

Peter Mican

Ed. Well..... You can close your mouths now. Better leave the magazine and get out in the garage to finish that build project, cos' when 'her indoors' gets to read this she is going to wonder what you do out there with your 26 half built after all this time.....



USA Cruising

Dave Peak

I'm a transplanted Londoner living in the US, and would like to offer a catamaran owners guide to cruising in the US. Over the next few issues I'll cover some of the different cruising areas(in detail), that I feel are particularly attractive (for one reason or another).

GENERAL

The US offers a tremendous variety of cruising areas as follows, each of the areas covers a very large amount of water, and would require at least a month to six weeks to really do justice to the attractions available -

EAST COAST _

1 Chesapeake Bay - sailing season starts in late March and runs through early/mid November. A 100+ mile long estuary (up to 20+ miles wide) great crabbing & oysters available, wildfowl in the millions winter here, bird-watching is extremely diverse from herons to ducks & geese to hawks & eagles. There's lots of skinny water here, 30-40% of bay is less than 6 feet with average tidal range less than 2'.

2 Cape Cod - very much like northern European season and density of boat traffic unless you head out towards the more remote islands. Whale watching especially good.

3 Carolina Sounds - a relatively undiscovered cruising ground, shoal water & sandy barrier islands have kept commercial growth to a fairly slow pace here. A fishing "Mecca", with the Gulf Stream less than 30 miles offshore, lots of pelagic species are close at hand.

4 Gulf Coast - from the Mexican border to the Florida panhandle is a large number of lagoons & bays behind the offshore barrier islands, some are sandy islets, some mangroves. A large diversity of cultures can be experienced along this coastline, tex-mex (Texas and Mexican in cities from Brownsville to Corpus Christi to Houston), then Cajun in and around New Orleans(a city not to be missed) and the old south in the bayous near Biloxi & Mobile.

5 Great Lakes - the better sailing/cruising areas tend to be in the upper lakes (Huron, Michigan & Superior) although the season tends to be very short on Superior except for the extremely hardy. Lakes Eirie & Ontario do have some appeal, great fishing especially on the eastern end of Eirie, Thousand Islands and Toronto on Ontario. There are three different ways of getting to the great lakes, but unless you have extremely strong and reliable engine power, I wouldn't recommend going up the St. Lawrence or the Mississippi. The New York State Barge Canal system is the way to go.

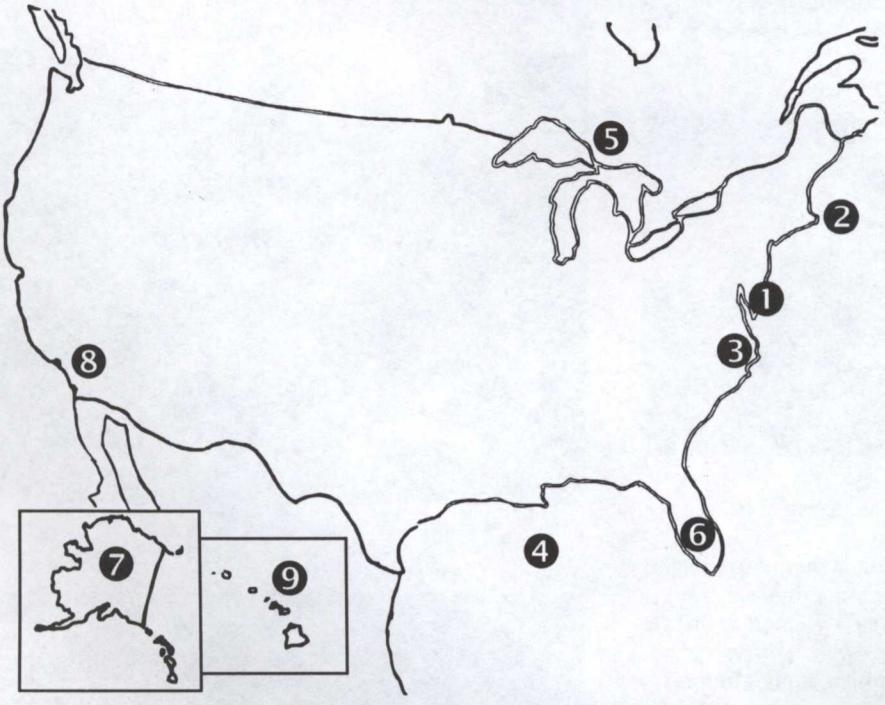
6 Florida - most visiting boaters rarely see much beyond the Miami/ Fort Lauderdale,' Palm Beach megalopolis. But the Keys, Florida Bay, the west coast and the "panhandle" have much more than the high rise, glitzy "gold coast" has to offer. Anchoring restrictions are a problem in some parts of south eastern Florida.

WEST COAST -

7 Alaska - summertime temps in the sixties & seventies (yes we're still using Fahrenheit & miles & lb.) with winter wonderland scenery and incredible fishing. Long distances and very changeable weather means you really need to be extremely self sufficient here.

8 California - relatively difficult area to cruise with only San Francisco Bay, the (Santa Barbara) Channel Islands and San Diego Bay offering any real break from a beautiful but unwelcoming (little shelter) coastline. Anchoring restrictions abound which I will expound on in a future article.

9 Hawaii - beautiful exotic islands BUT and it's a big one, the island economy is to a VERY large extent tourist based. If you want to play you've got to pay($$$$$). Expect high docking fees, no free anchoring out and high prices on just about everything. No wonder some of the native Hawaiians resent the "howliis", for pricing them out of their own paradise.

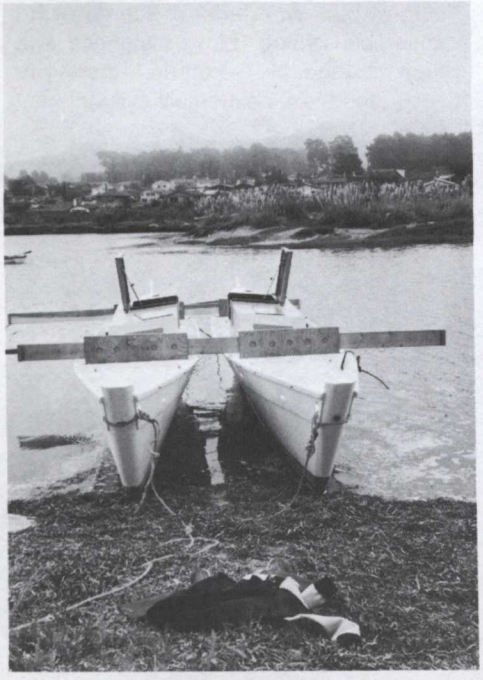


Tane 28 Refurbishing

by Cor Kors

Editor's note: Following Cor Kors outline news in Edition 24 of Sea People, here is his report in full.

Dear Editor, Last August 1993 I found through an ad in Multihull Magazine a



very well built 28' Tane. (Plan #492) in Morro Bay, California.

I have lived on board monohulls for 17 years but ever since a Wharram Cat sailed circles round me I wanted to try one. This Tane came with a trailer so there was no problem bringing her home to the state of Washington. I wanted bigger cabins. (Cutting the small cabins gave me shelves all around from the extra deck.) and closed the gap between hulls and rudders with foam and fibreglass. Also the skegs were cut by about 45%.

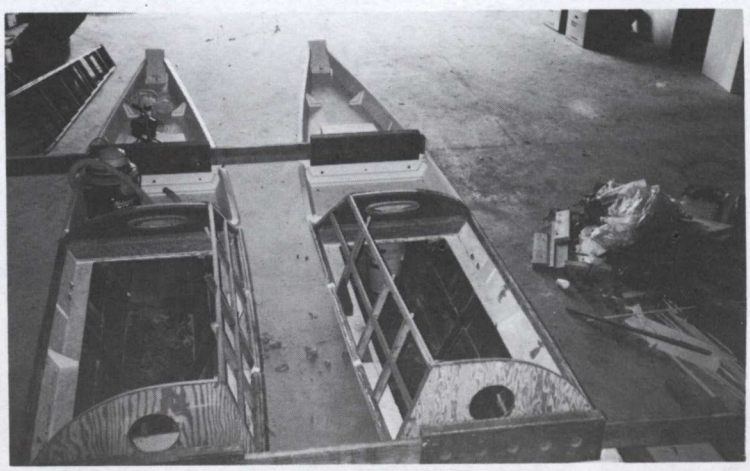
I was lucky enough to get hold of Birch Gerke from Port Townsend, W.A., one of the best innovative professional builders for this remodel. He has built and owned Wharrams. Birch went to work and as you can see on the photos the result was great. Birch built a box for the Honda outboard and incorporated a seat on top and room in front to stow the battery for the electric start. On top of the battery box he installed a self-tailing winch. I can crank the winch while sitting on my box having all sheets and engine controls within easy reach.

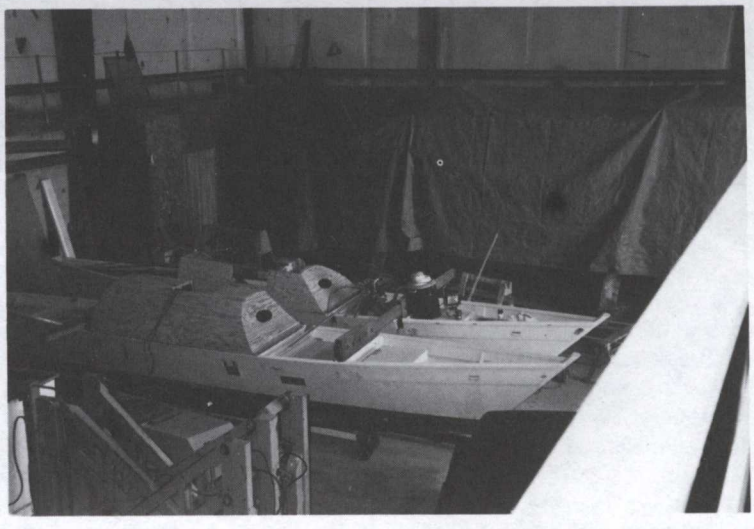
The boat needed new rigging so we used Stalocks fittings, installed a permanent backstay (instead of running backstay) utilising a bridle. Birch also made all the masthead fittings, chain plates, angle-bracket for the clearance necessary for the spinnaker sock.

New wiring was installed, including a breaker control box. Electronics: speed, log, depth indicator VHF and necessary lights, (cabin and navigation). The boat came with a mainsail and jib, both new.

I added a cruising spinnaker for the light winds we have here. I live on the Hood Canal, a fjord like extension of Puget Sound (approx. 80/90 miles long). For a trampoline, Birch asked his wife to make me one. She came up with real trampoline material instead of netting. After the trampoline was cut and the seams stitched, she stitched strips on top of the stitching, so if the sun gets to the stitching of the strips, just re-do the strips; the real stitching is not affected. Is this a clear explanation? *(Ed. restitching stitched seam-stitch strip stitches, sure no problem Cor !)*

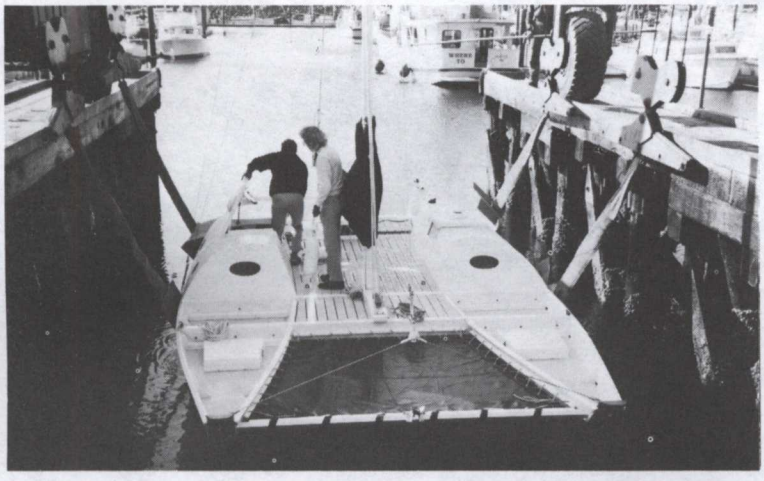
All epoxies used were System 3, because of the different hardeners, for cold or warm weather. We used also their epoxy copperbottom paint - supposed to last 5 - 10 years. The rebuilding was fun. You get to know lots of people who know and/or are interested in Wharrams. The Wharram design book went around several people, and one guy showed me



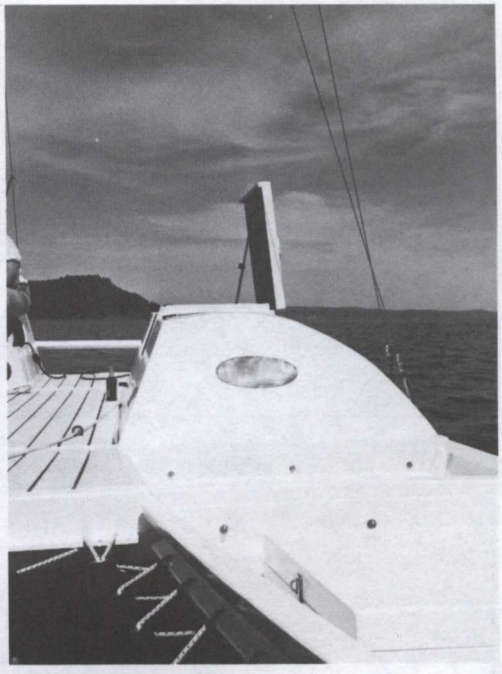


his enquiries from England for Pahi 31 and 42. The boat is in its slip now in Pleasant Harbour Marina in Brinnon, and I am putting little things together like reef points, an 11 watt solar panel (too much for my two batteries). She sails well in light airs and up to ten knots of wind she self steers very well. One thing I have to correct is the rudder gap should be eliminated to 6 inches above the waterline because she still creates turbulence at 10 - 12 knots (wind speed 20 - 25 knots).

In all I am very happy with the boat and I hope to tell you so when I plan to attend the Southampton Boat Show. (I'll be sailing in Holland's canals.) I hope the pictures explain the details enough. I enjoy reading Sea People and I wish all the members warm and gentle winds.. Kind regards, Cor Kors.



(Keep us informed on the copperbot, a lot of members are using it, feed-back would be nice, and do sign up all those people you know interested in Wharrams, we need the support! Ed)



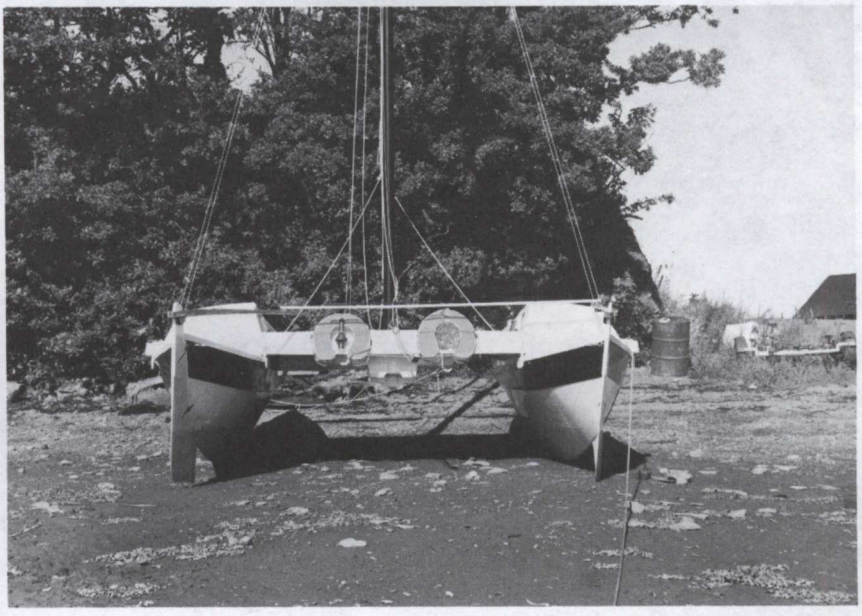
'Slippery Sam's' Summer

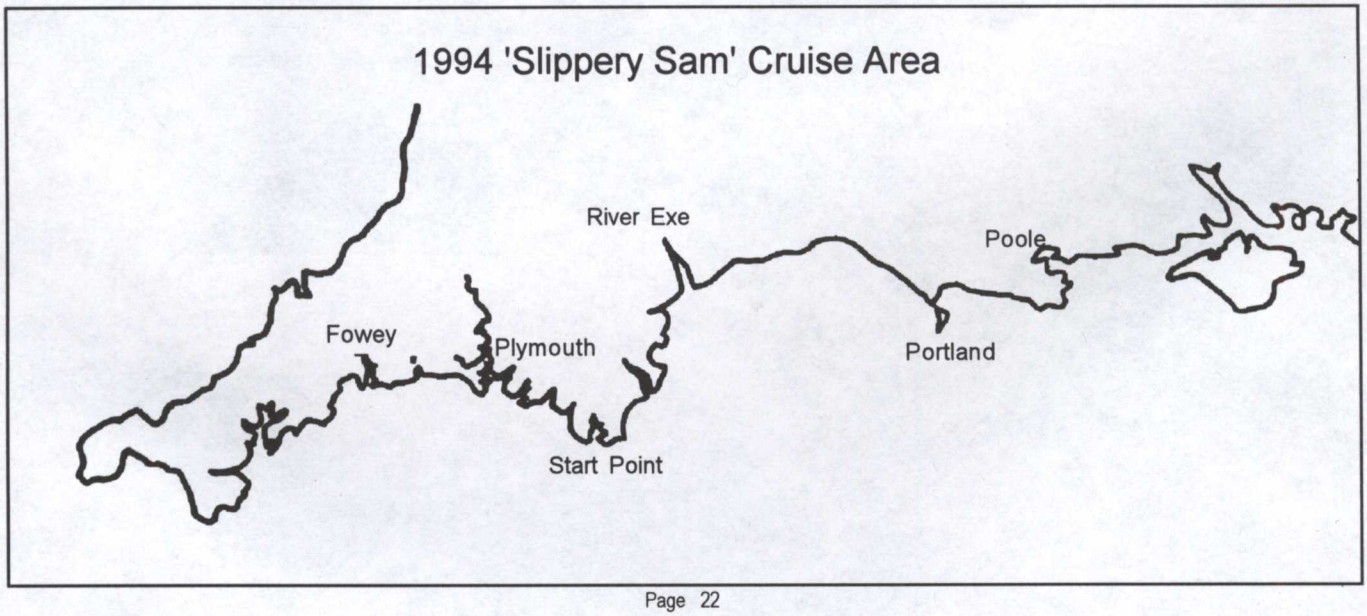
By the Skipper, Richard de la Rue, and the First Mate, Geoff. (Tiki 26, GRP)

"Slippery Sam" made two cruises this year. In the first, to Poole, we called at Portland, Weymouth and Lulworth. In Poole we were made most welcome at the Haven Banks Club where moorings can be hired at a very reasonable rate. To find this Club keep to starboard after entering Poole harbour; the Club House is the last of the buildings on the harbour side and is built out on stilts. On the return from Poole to Portland, sailing close-hauled in approx. F5, the eyebolt holding one side of the mainsheet bridle sheared. This allowed the mast to move forward until the lee shrouds became taught. The result of this was two splits in the top lamination of the main beam each side of the mast step so next year we will have a new beam and I have already fitted U bolts which I am sure will give no trouble. We kept a reef in for the rest of the trip. Even so we were still faster than most boats we met.

My son, Geoff, has written about our second trip.

In August last year I was at the helm of an Avon inflatable, complete with 4Ohp Mariner outboard engine, up the Berbice River in Guyana - on a Raleigh International Expedition - definitely different from the River Exe and father's 4hp! The purpose of that trip was a round 160km journey to the "local" market for food. This year the River Exe was the start of my introduction to catamaran cruising. Although I had been on father's Tiki 26 for the odd day sails I had never before spent a week on a Cat. I was "reared" in a Westerly 31 yacht but never really enjoyed the heeling so I appreciated the stability and speed of this boat. We left the Exe at 9 o'clock on a beautiful sunny morning, fairly flew round Start Point and entered Plymouth Sound at 13 knots at 3.30 p.m. - certainly the fastest trip I had ever made in a sailing boat. What is the equivalent of jet lag on a Cat? The next morning we beat the three miles or so around to the Yealm against a strong wind and sat out a rather unpleasant hoolie before the weather settled down for the rest of the week during which we relaxed, swam and sailed to Fowey, returning to Plymouth for an excellent meal in the Barbican on my birthday. We joined in the rafting up in Cawsand Bay on the Saturday before sailing for home. The Tiki 26 is good fun - camping afloat. It has the bare necessities but, of course, should I find myself cruising for a good while I think I could bring myself to enjoy the comforts of the bigger Cats, some of which are now on their way to the winter sunshine. Only one thing failed to work - my nose! My birthday cake had been hidden all the time in a hull! My introduction to Cat cruising was a happy one and I hope to do more next year and go further afield. Perhaps when my student days are over father will buy a bigger Cat?





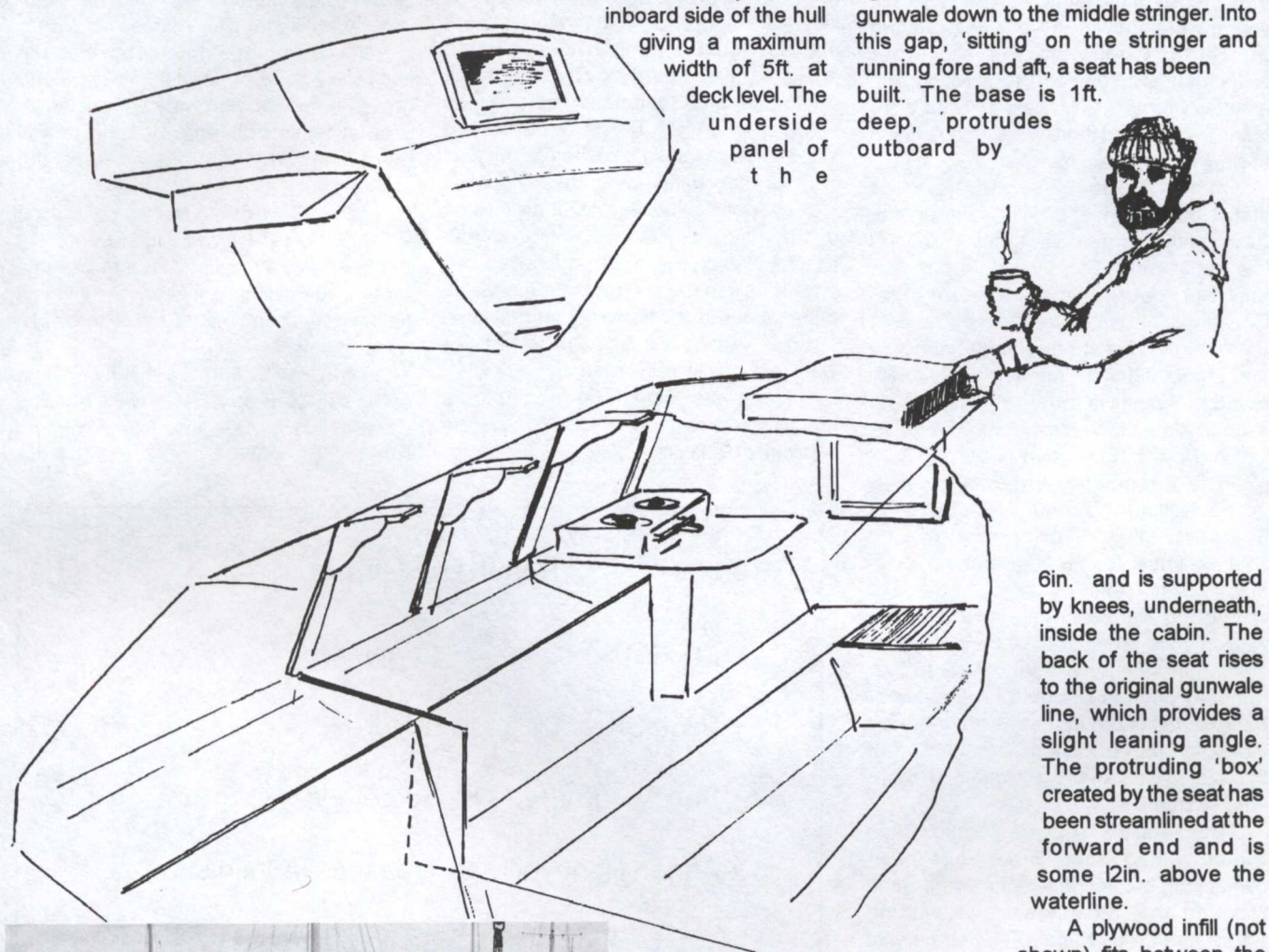
Modifications to Redwind, a Tane : PART 1 - THE CABIN

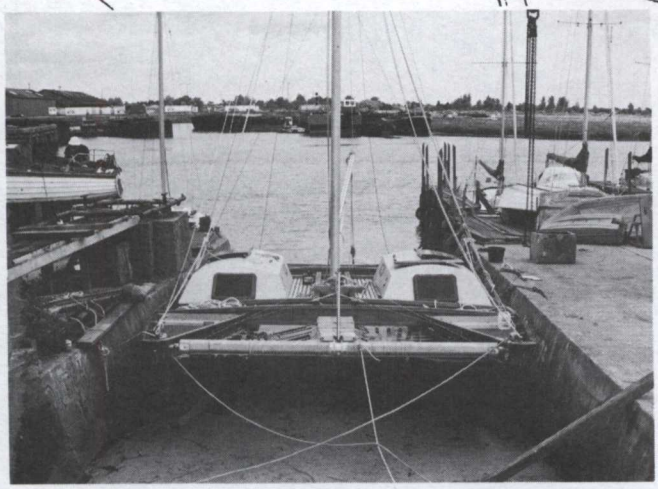
Dave Barker

"Redwind" was built from the plans of a Tane but with increased freeboard, resulting in approximately the same overall dimensions as a Tane Nui. Each hull has a maximum beam of 3ft. 6in. and the original cabins extended down to the gunwale each side. Lousy English summers, bruised elbows and mild claustrophobia prompted the modification. The basic structure, main beams, mountings etc. remain unchanged.

The overall length of the cabin remains at 8ft but now the superstructure extends 18in. beyond the inboard side of the hull giving a maximum width of 5ft. at deck level. The underside panel of the overhanging superstructure is fastened under the supporting knees; this creates a secure stowage area outboard of the gunwale line rather than the flat surface which would have resulted from placing it on top of the knees. This area is further enhanced by a 6in. vertical rise in the cabin side before it starts to lean inward. The companionway is in the after end of the cabin on the hull centre-line.

The only modification to the hull itself was the removal of a 4ft long section, again on the inboard side, from the gunwale down to the middle stringer. Into this gap, 'sitting' on the stringer and running fore and aft, a seat has been built. The base is 1ft. deep, protrudes outboard by 6in. and is supported by knees, underneath, inside the cabin. The back of the seat rises to the original gunwale line, which provides a slight leaning angle. The protruding 'box' created by the seat has been streamlined at the forward end and is some 12in. above the waterline.





A plywood infill (not shown) fits between the seat and the opposite side of the hull to make up part of the bunk which extends forward under the deckhead. This infill can also be fixed at a higher level to make a table or hinged down out of the way.

Look out for Part 3 - The Cockpit, Part 4 - The Engine Room, and Part 5 - The Rudders, all of which will come free with Part 2 -The Main Beams.

The Polynesian Catamaran Association.

A.G.M.

The 1994 Annual General Meeting of the Polynesian Catamaran Association was held on Saturday 17th September at the Star Hotel, Southampton and was attended by 23 members and guests. Video tapes of the launch of Gaia and Tiki sailing were shown until business started at 18.30 Chairman Steve Turner welcomed everyone to the meeting, the minutes of the A.G.M. held in 1993 were taken as read and there were no questions arising from those minutes.

In his Chairman's report Steve said that it had been a difficult year for the Assc. with a major reorganisation and the retirement of several committee members but from a low point at Christmas '93 we have bounced back to a position of real strength both financially and in membership numbers. This newly found prosperity is allowing the P.C.A. to expand it's activities in various directions which we will discussing later.

The financial report was given by acting treasurer Adrian Honeybill who presented Mike Wynn's accounts and balance sheet for the year ending 31st March 1994. Adrian went on to say that with good housekeeping the finances were in good order and that the subs were coming in steadily at about three to four hundred pounds a month. The sales of back issues of the magazine were greatly increased and the centralised holding of the stock was making marketing more successful.

Secretary's report. Since Chris Sands retired Scott Brown has been overseeing the secretary's function. Scott reported that membership was strong with a lot of new members. Membership stood at 349 paid up, 175 from last year still to renew and the membership confidently expected to top 500 fully paid members by the end of the membership year.

Scott then went on to his **Editors report.** He told the meeting that we are now publishing three full magazines each year and thanked Adrian for producing no. 24. In future, he continued, we plan to publish the membership list separately from the magazine thereby providing several pages more of interesting reading in the March issue.

Sailing secretaries reports. Tim Forrester was in Norway and sent his apologies. He reported that the U.K. summer meetings had been very successful with lots of sailing and lots of fun. Unfortunately Tim was being sent to Italy for a couple of years with his work and so would regretfully have to stand down. Dave Hender also sent his apologies and resignation, Dave has sailed away on "Big Tiddles" his stretched Tiki 31 and at the time of the A.G.M. was in Spain and heading south!

There followed a general discussion of the way the P.C.A. might grow and activities which might be undertaken. An appeal was made yet again for magazine material and the importance of including pictures with text. Cat Corner articles were especially requested.

There was a break for food and the meeting reconvened at 19.45 with the election of officers.

Other business. P.C.A. Annual Video. Tim Francis had previously raised the idea of making videos and the committee had decided to produce a tape each year which would contain material sent in by the members in much the same way that the magazine does.

Steve Turner announced that the first tape was to be available in April and urged members with video cameras to send in tapes of sailing ,building or any thing else which might interest the members.

Scott Brown then spoke of making P.C.A. videos of a "how to" nature showing the best way to rig and sail our boats. Adrian Honeybill said that anything which helped to make our members better skilled was worthwhile.

Tim Deacon and Scott Brown then drew the winner of the POSTCARD COMPETITION, the sweatshirt went to Anne Honeybill with a card from

Result of Election

Steve Turner	Chairman
Scott Brown	Editor
Sandy Turner	Secretary
Adrian Honeybill	Treasurer/Administrator
Tim Deacon	Sailing Member
David Barker	Sailing Member

All Committee Members can be contacted through:

PCA Office, Torpoint Yacht Harbour, Marine Drive, Torpoint, Cornwall. PL11 2EH

The New Committee, Sandy Turner is hiding behind the camera!

Scott Brown Dave Barker Adrian Honeybill Tim Deacon Steve Turner

Quiberon.(Don't forget to send your card next season!)

The affiliation with M.O.C.R.A. was discussed, the consensus at the meeting was that the British members were better represented by the R.Y.A. and that the expense was not justified.

The business closed at 20.50 and the social meeting continued until late that evening.

RECEIPTS & PAYMENTS ACCOUNT PERIOD ENDED 31.3.94

INCOME	1993/1994 Pounds	1992/1993 Pounds
Subscriptions, entry fees and sales	3531.68	3879.04
Interest received	0.78	0.54
Advertising revenue	210.00	
	3742.46	3879.58
EXPENDITURE		
Printing	1975.00	2060.00
Postage and envelopes	715.20	693.02
Editor expenses	127.12	100.00
Secretary expenses	90.97	500.00
Honorar i urri		100.00
Subscriptions (RYA & MOCRA	214.70	
Bank charges and returned cheques	10	85.75
AGM / EGM and boat show	40.00	216.25
Refunds on standing orders (3)		60.00
	3172.99	3814.02
Surplus for the year	569.47	65.56
	3742.46	3879.58
BALANCE SHEET AS AT 31. 3. '93		
Balance at bank -Lloyds deposit	227.03	46.25
-Lloyds current	1078.21	776.65
-Giro	759.18	215.15
Cheques and cash in hand	107.10	564.00
	2171.52	1602.05
Less creditors		
NET ASSETS	2171.52	1602.05
Represented by	1602.05	1536.49
Balance brought forward	569.47	65.56
Surplus for the year	2171.52	1602.05

12. 4. '94 MIKE WYNN Treasurer

News from Seapeople

CANADA

Ed Beard

Writes that he was surprised to find his workplace in 'Scott's Bit' (mag 22) he tells us that Gov't are set on automating 38 Lighthouses on the West Coast, his (Triple Island) may be one. There is a great outcry from the user groups.....

Andy Whitehead

Andy is building an ORO, and says he would like to hear from other ORO builders and owners. He is not alone in feeling far away from other enthusiasts. Andy can be reached at:
Box 113, Cobble Hill, British Columbia, VOR-ILO.

FINLAND

Olavi Harkonen

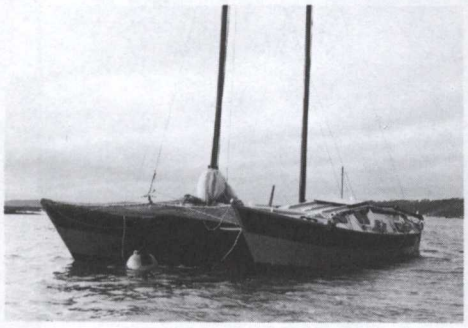
Olavi, a new member this year writes to ask 'Anybody checked out a bicycle wheel approach to connect the two hulls? Leads or access to information of experiments, studies or research including technical data would be appreciated.' Replies via PCA office.

Ed - well I'm sure all you cerebral people out there have a lot to say on this, words of two syllables to explain to the editor please!

GERMANY

Bernd Frieboes

Bernd, a new member this year has bought a Tiki 31 'AREG' from her builder and is aiming to set off back to Germany in late December, weather permitting. The yacht is being renamed 'Morgenwind'.



NETHERLANDS

Edo Berentson (Narai Mk2)

has been cruising the North Atlantic for a year and intends crossing to the Caribbean in January as part of a circumnavigation. We hope to get articles and photo's on his preparations and experiences.

SWITZERLAND

Valentino Fries

Valentino, another newcomer to the PCA has bought a Mk4 Tangaroa currently in the West Indies.

THAILAND

Andrew Carr (.....)

Ed. Andrew has had three addresses in different parts of the world, and is unlikely to get back to boat-building for a few years but wrote the following which I'm sure will be of use.....

'I struggled initially to make decent fillets as the colloidal silica was not easy to mix. A local epoxy distributor made a filleting mix far better than mine. The way he did it was to blend the fillers in advance by adding them to the resin in a mechanical mixer. I was able to improve the smoothness of my fillets by adding the silica to the resin and blending to a smooth paste with a drill and paint mixer attachment (cheap at the local diy). I could have saved much annoyance if I had discovered this sooner.'

UK

David Greenwood (Tangaroa)

David a new member this year, has nearly completed his hulls and says 'only joining and rigging to go'.

Phil & Pat Orr

have set off from Wales in their Pahi 42 'Nimanoa' with their 3 children. A December '94 Atlantic crossing was planned and then some time exploring the intra-coastal waterway of the USA.

Ed. Phil has dropped his membership for the period of the cruise, says he may rejoin on their return. Seems a shame, we lose up-to-date cruising info., they lose updated contact lists.....

Paul Usher

A new member, Paul is thinking of building a Tiki 26 or 30 and asks are poly-tunnels a good idea as a temporary building, or should he wait for summer and just use a tarpaulin?

Ed. I don't think there is any doubt that the tunnel is preferable if your budget stretches to it Paul, many members have used and sworn by them.

USA

Andy Solywoda (ORO)

Andy writes, 'having previously built a Hinemoa, I bought plans for a Tiki 21 about the time they first came out but never built it, the geography was wrong. Then I moved to the shore in Connecticut saw an ORO advertised and drove the 5 hours to view it. The owner had somehow conjured up a full moon/drifting foggy mist setting for the boat which made it look like an apparition from another time. The owner needed to sell and it was the end of the season. I sailed it down, about a 250 mile passage, alone and ecstatic, during the first week of September.

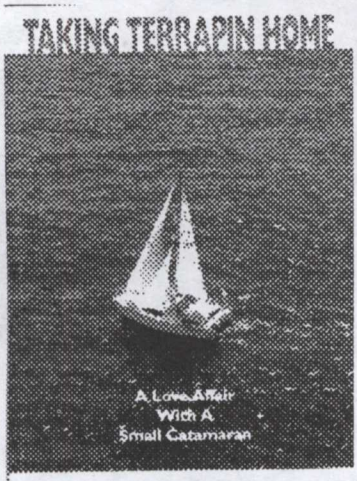
My request is for any information about interior improvements on the ORO layout. I have some ideas, they change, but I need to reach an optimum layout. I am sure there are members who have made good improvements that I would never imagine. I'd rather not finish the project and then see something a lot better. I'd like to see them now.

1/ So folks, how about it? Send any layout info to this office and I shall pass them on to Andy, and if I think there is something special, may publish it, sketches/photo's are the best way to get it across.....Ed.

2/ Andy has used a PC CAD program to draw some of his mods - I have reproduced some of Peter Mican's in his article - are any more of you using PC's & would like to send me a disk with your plans/ideas?.....

BOOK REVIEWS

Steve Turner



TAKING TERRAPIN HOME' by Martin Wilson.

Not an account of an epic voyage, there are no harrowing tales of storms and shipwreck. This book is the story of a fairly uneventful cruise in a 26' Heavenly Twins catamaran. It takes us through the French canals, then from the Mediterranean across the Atlantic to Florida following a well worn groove. However the book is very far from boring, it paints a realistic picture of the cruising life and offers a valuable insight into long distance sailing on a small catamaran. The first chapter is highly recommended reading for anyone planning to 'do' the French canals and the book finishes with some useful ideas and checklists, which while not necessarily definitive, would provide useful guidelines for anyone planning a catamaran cruise.

TAKING TERRAPIN HOME
Mathew Wilson . Paradise Cay Publications P.O. Box 20 Middleton CA 95461 U.S.A. $14.95

MULTIHULL VOYAGING

BY THOMAS FIRTH JONES

Dedicated to Ruth Wharram, Tom Jones second book, "MULTIHULL VOYAGING' is a guide to small and medium sized cats and tris', written by a man whose practical approach is more than equaled by his breadth and depth of knowledge. In part one Tom looks at various aspects of multihull design and construction which he evaluates in the light of his considerable experience designing, building and sailing multihulled craft. Part two deals with voyaging, with chapters on preparation, self steering, heavy weather, etc. Tom writes with a pleasant, anecdotal style, making this book a good read for anyone and essential reading for those planning any sort of multihull voyage.

Multihull Voyaging is published in the U.S. A. by Sheridan House at $27.50 and will be distributed in the U.K. in the new year by Adlard Coles.

The Ditty Bag

FOR SALE

NEW Tiki 26 Trampoline for sale £112 + vat + p&p. Ring JWD 01872 864792

Refit & Sail

Join **MANNINI**'s refit team in Spring, come back for a week sailing in the Summer Ring Scott Brown 01752 815800

For Sale

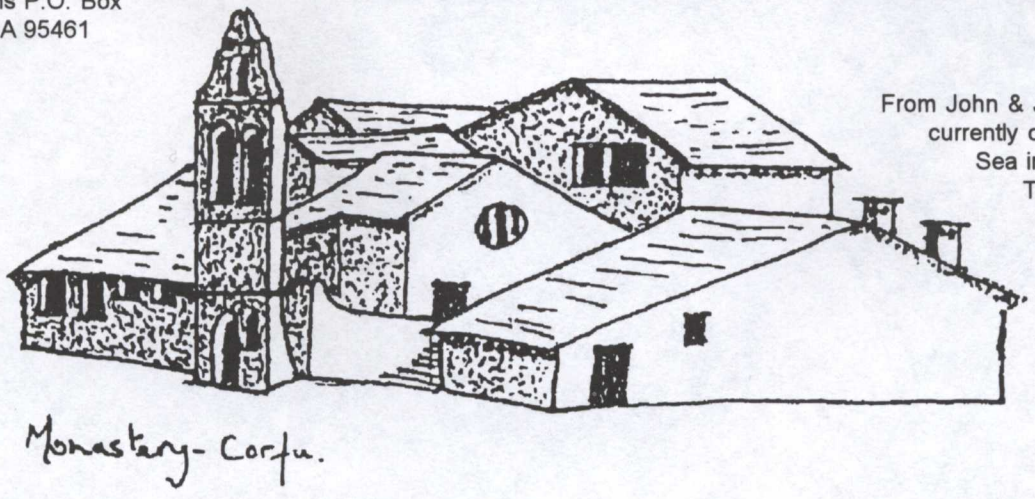
Pahi 31 @ £7,500
& Tiki 31 @ £8,500
Ring Paul Cobb
01271 850640

FOR SALE

Ducati IS20 single cylinder air-cooled engine, 20hp with 2:1 fnr gearbox weight 300lbs approx. Unit overhauled and complete with mounts and silencer.
£800 will haggle.
ME Crofts 16 St Bernards House, Hook Road, Surbiton, Surrey. KT6 5BL

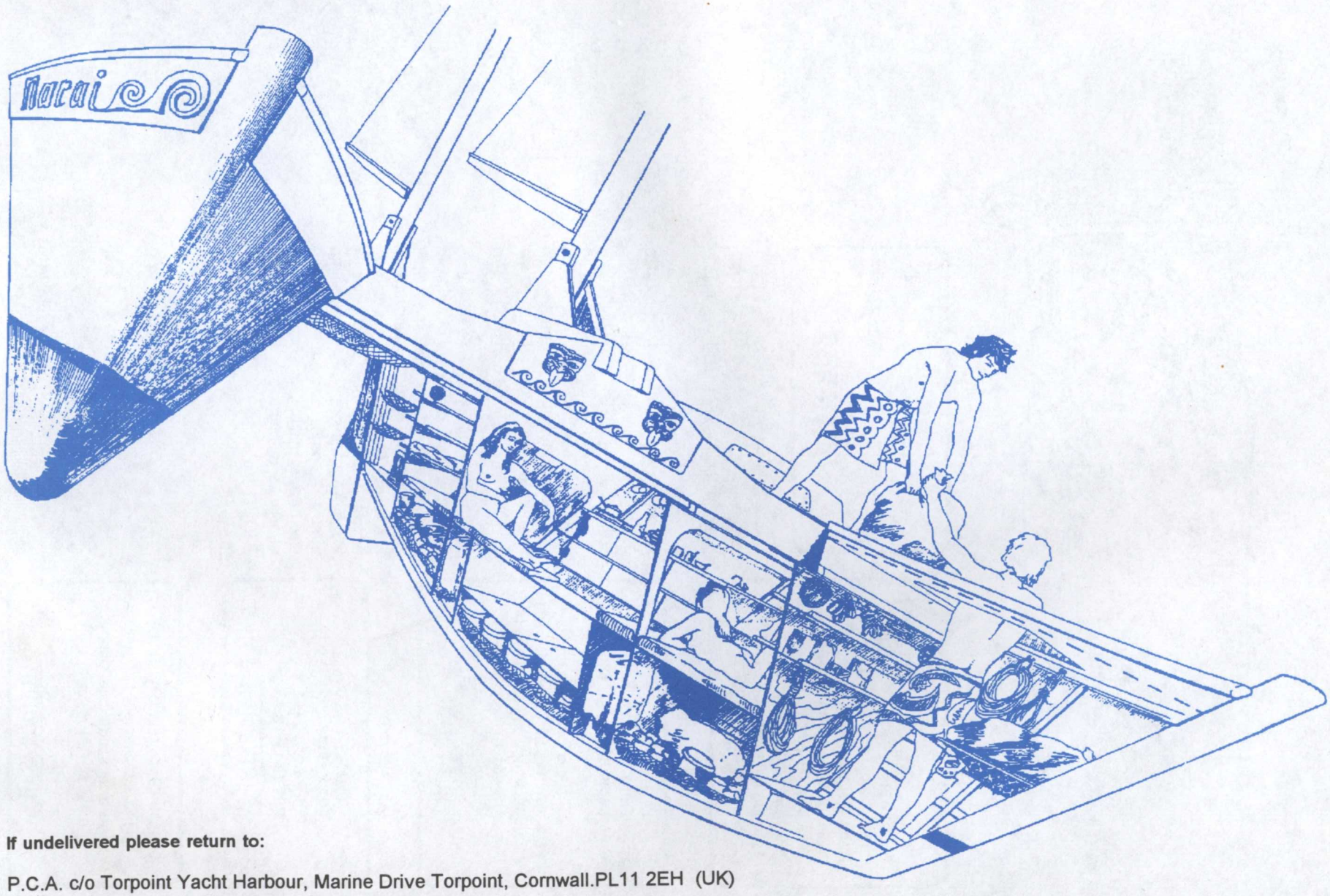
Work/Sail

Two members fitting out hulls of 51 foot classic would welcome anyone who would be seriously interested in sailing with them in return for working with them now.
Nat Barkwill, Staple Barns, Staplake Lane, Starcross, Exeter.EX6 8QT



From John & Jill Heath, currently on the Ionian Sea in their Tangaroa Mk4 'Yin Yang'.

By Air **Par Avion**



If undelivered please return to:

P.C.A. c/o Torpoint Yacht Harbour, Marine Drive Torpoint, Cornwall.PL11 2EH (UK)